

**WORLD ENDURANCE  
CHAMPIONSHIP PREVIEW**

**AUDI AND TOYOTA  
RAISE THE STAKES**

**MANOR: FROM F1  
TO SPORTSCARS**

# **AUTOSPORT**

# **CAN PORSCHE STAY ON TOP?**



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WORLD ENDURANCE CHAMPIONSHIP

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# WEC

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# Silverstone WEC is a must-see event

THE WORLD ENDURANCE CHAMPIONSHIP MEETING at Silverstone was one of the highlights of the British racing calendar in 2015. While the Formula 3 European Championship is not on the bill this year, this remains a must-see event.

The scene is set up well. Porsche has an evolution of last year's car, while both Audi and Toyota have had no choice but to go aggressive. Porsche has not been beaten since last May's Spa 6 Hours, when Audi prevailed, while Toyota is without a victory since taking the title in 2014. Both will have improved; Silverstone will reveal by just how much.

Last year's race wasn't short of drama, with Porsche and Audi swapping the lead regularly and a close finish, aided by a penalty for Marcel Fassler exceeding track limits. It would be fitting in this latest golden age of sportscar racing for Silverstone to produce a similar spectacle.

What is odd from a scheduling perspective is that the WEC season opener is competing with the British Touring Car Championship at Donington Park. Not only is the UK's most popular racing series taking place on the same weekend, it's only 60 miles away. And for sportscar enthusiasts, there's also the first round of the British GT Championship down at Brands Hatch.

There are only so many weekends in the year and avoiding such clashes is not the work of a moment. But having the BTCC and WEC competing for a similar crowd is not wise.



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**COVER IMAGE**  
Porsche Motorsport

## COVER STORY

- 4** Can Porsche stay on top in WEC?
- 16** LMP2: Manor Motorsport is back
- 18** GTE: manufacturers at war

## PIT+PADDOCK

- 20** Qualifying agreement reached at last
- 22** Formula 1's team payments revealed
- 24** Feedback: your letters
- 25** Lawrence Barretto: in the paddock

## FEATURES AND REPORTS

- 26** Carlos Sainz: Toro Rosso's 'other' driver
- 30** Jonathan Palmer: motorsport kingpin

## RACE CENTRE

- 38** Blancpain GT Sprint Cup; MotoGP; Super GT; NASCAR; Circuit of Ireland; V8 Stock Cars

## CLUB AUTOSPORT

- 55** Circuit of Wales in doubt after setback
- 56** Laguna Seca shot for MX-5 racers
- 59** Humble Pye: the voice of club racing
- 60** British GT Championship preview
- 62** National reports: Oulton Park; Rockingham; Brands Hatch; Snetterton

## FINISHING STRAIGHT

- 70** What's on this week
- 72** From the archive: 1975 Le Mans 24 Hours
- 74** Introducing: Jordan Cane

## AUTOSPORT SUBSCRIPTION OFFER

- 68** Sign up and get a FREE car valet kit

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WEC PREVIEW/LMP1

# CAN PORSCHE STAY ON TOP O



# F THE WORLD?

Porsche came, saw and conquered the top class of sportscar racing, but its revised car faces a renewed onslaught this weekend at Silverstone from Audi and Toyota

By Gary Watkins, Special Contributor

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**P**orsche once made a habit of successfully defending world championship sportscar titles. Yet its attempt to do so in this year's World Endurance Championship — for the first time in 30 years — might be the toughest challenge ever for a marque that is looking to reassert itself as the acknowledged king of top-line sportscar racing and the Le Mans 24 Hours.

When five-time Le Mans winner Derek Bell retained the championship he'd won with Hans Stuck the previous year in 1986, Porsche didn't face the kind of opposition it does today. Fledgling assaults from TWR-Jaguar and Sauber-Mercedes, which admittedly would both yield world titles before the end of the 1980s, hardly compare with the might of Audi and Toyota today.

The three-way battle in LMP1 this year will be fought out by two manufacturers with all-new machinery and one with a revised version of the car it ran last year. And it is Porsche that is fielding the update. Is Porsche resting on its laurels? Will it be leapfrogged by its rivals in the same way that it jumped to the front of the pack last season? These are topics that we can only try to address ahead of the start of the fifth season of the WEC with the Silverstone 6 Hours this Sunday. Conclusive answers will only emerge as the nine-race championship unfolds.

## NO NEW CAR REQUIRED

That's what Porsche is saying after its victory with the second-generation 919 Hybrid in both the drivers' and manufacturers' championships last season. Team principal Andreas Seidl sums up the strategy succinctly: "We are convinced that we can be competitive with an updated car, otherwise we would have made a different decision."

Mark Webber, champion last year with Timo Bernhard and Brendon Hartley, describes the 2016 challenger as a "heavy massaging" of its predecessor aimed at "making all areas better."

Porsche has undertaken a massive overhaul of the 919, which was all-new in 2015. Seidl, who has temporarily taken over the duties of departed technical director Alex Hitzinger, says that "nearly everything is new apart from the monocoque".

"There have been updates on the aerodynamics, the suspension, the weight and the hybrid system," he continues. "We have improved the engine in terms of combustion, gas exchange and frictional losses. We believe we have made a good — or let's say reasonable — step from last year."

Those comments echo those of Hitzinger, who departed Porsche last month for a new and so-far-undisclosed role outside motorsport in the US, at the end of last season. "We know there were big gains to be made with our package and we know what they are," he said.

The drivers are talking about one key area of improvement over last year's championship winner — the front suspension. "Understeer was always our problem," says Neel Jani, who again shares with Romain Dumas and Marc Lieb. "It was in the first season and then we improved for 2015, but that was maybe where our car was at its weakest last year. You only have to look at our times in the final [very tight] sector at Fuji. For this year we've made another good step in that area."



## WHAT EFFECT WILL THE NEW RULES HAVE?

A reduction in the per-lap fuel allocation of the P1 cars has been introduced in an effort to slow the cars. The much-talked-about 10MJ cut, measured around the 8.47-mile lap of Le Mans, equates to approximately 7.5 per cent. Yet none of the P1 manufacturers will be going into the season with a same-percentage drop in power from their internal-combustion engines.

Porsche, like Audi and Toyota, believes it has been able to claw back a significant proportion of the power that has been lost. Exactly how much, it isn't saying. "We will not communicate numbers," says Seidl. So all three marques are effectively saying the same thing.



WORLD  
#1

PORSCHE



MARK WEBBER



TIMO BERNHARD



BRENDON HARTLEY

## IS PORSCHE AHEAD OF THE GAME?

in Britain. The latest 919 dominated, heading each of the five sessions over two days, and ended up eight tenths up on nearest rival Toyota on the final timesheets.

Porsche is undoubtedly best prepared at this stage of the game. It has been running key updates – namely the revised front suspension and the 2016-spec engine and hybrid system – since the end of last year. The suspension had already tested when the definitive powertrain came on stream at a test in early December at the Motorland Aragon circuit in Spain, at which Porsche completed 6000km.

The official WEC test at Paul Ricard went a long way to confirming the suspicion that Porsche is still in the box seats as the WEC kicks off

There have been setbacks. A test at Yas Marina was interrupted by an accident that damaged a monocoque and required a new tub to be flown in, but Porsche still notched up a further 6000km over the course of two tests at the Abu Dhabi venue.

That contrasts with Audi's and Toyota's preparations. Audi managed only limited running with its latest R18 e-tron quattro before Christmas, while Toyota didn't start running the TSO50 HYBRID – designed from a blank piece of paper, engine included – until early in the new year. That was on the same timescale as Toyota's previous contenders, but the first two runs were completed without its new twin-turbo V6 powerplant. The need to get the car up and running meant that it initially had last year's normally aspirated V8 engine in the back.

So we shouldn't read too much into testing times; Porsche undoubtedly hit the ground running at a track where it had undertaken a 30-hour Le Mans simulation the week before. >>

XEROX IMAGES



## COULD RELIABILITY BE KEY?

That was the view of Porsche's Alex Hitzinger prior to his departure.

"The big question is how reliable our rivals are going to be," he said

at the end of last year. "They have made big changes and we haven't. That could be important, as is the fact that we can concentrate on performance development over the winter."



### PORSCHE 919 HYBRID

**ENGINE**  
2.0-litre, V4, single turbo (petrol)

**HYBRID**  
Front-axle KERS & exhaust-driven turbine, battery storage

**TYRES**  
Michelin

## WHAT ABOUT SILVERSTONE?

Porsche's chances at Silverstone

should be stronger than 12 months ago at the beginning of the its championship season. The 919 Hybrid of Neel Jani, Romain Dumas and Marc Lieb might have been part of arguably the best battle of the 2015 season together with the winning Audi R18 e-tron quattro either side of the halfway mark, but the reality was that its rival held the upper hand. Andre Lotterer, Marcel Fassler and Benoit Treluyer would have finished at least 30 seconds ahead but for a late stop-go penalty.

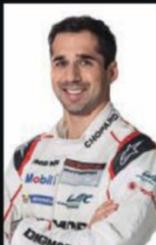
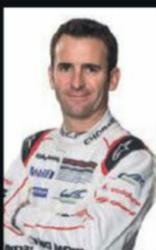
The reality was that last year Porsche went into the season with one hand tied behind its back. Porsche chose to focus on Le Mans in 2015, which meant there was no bespoke high-aero kit at the start of the year. It put all its resources ahead of the season into developing its Le Mans package to avoid any distractions or diversion of resources from the big target. The result was that the 919 was light on downforce for the high-speed Silverstone Grand Prix circuit.

By its own admission, Porsche sacrificed the races at Silverstone and, to a lesser extent, Spa by running a compromised car. It was a gamble that paid off twice over. Not only did it win Le Mans, but the high-downforce specification on which it focused once the definitive Le Mans



#2

PORSCHE

NEEL  
JANIROMAIN  
DUMASMARC  
LIEB

## CAN PORSCHE CONTINUE ITS POLE RUN?

Porsche has been on pole in the WEC at every race since the Shanghai round in 2014.

Even more amazing than that 11-race run is the fact that a 919 Hybrid was never beaten by another car in qualifying last season: it notched up a one-two in each of the six-hour races, and a one-two-three when the third car joined at Le Mans. That domination is bound to end, and the team admits it.

“We will not make every pole like before,” says Jani. “That advantage has gone because everyone else is using the battery concept [of energy storage]. It should be more equal now.”

## CAN PORSCHE BE PASSED?

Toyota, double WEC champion in 2014, made a

major update of its TS040 HYBRID but was effectively nowhere last season, finishing the year with just two podiums to its name. It was a turnaround that is unlikely to be repeated.

Porsche was the newcomer in 2014 and clearly had the most to gain, especially when it became clear that it was undertaking a complete redesign of the 919 around the existing concept for its second season. Not only had the Stuttgart marque been out of the prototype division since the RS Spyder LMP2 programme came to an end in 2008, but the group that designed, built and raced its new P1s was a start-up organisation.

Yet much of Porsche’s advantage came courtesy of the regulations. It moved up from the six to the highest eight-megajoule hybrid sub-class, and that gave it an advantage enshrined in the rulebook. The higher the hybrid category, the greater the amount of overall energy afforded to the car per lap.

Toyota and Audi have in effect caught up, so there is no leapfrogging to be done. The Japanese manufacturer has moved into the 8MJ class with the TS050. Audi, meanwhile, has moved from four to 6MJ, which it claims is the optimum megajoule class for a turbodiesel courtesy of an engine concept that comes with a weight penalty somewhere in the region of 40kg.

Toyota and Audi have also adopted high-voltage lithium-ion battery technology to store their increased levels of hybrid energy. Porsche made much of the greater flexibility of battery storage over the systems used by its rivals and is now suggesting that their swap to the same technology has proved the point.

A maturing of the current LMP1 formula, which has resulted in a convergence of the technology used by the manufacturers, should result in a closer battle. So don’t expect either Toyota or Audi to “do a Porsche” and leave the reigning champions trailing. >>

spec was set turned the tide in the championship battle from the Nurburgring round onwards.

This time around, the two Porsche 919s will run in a configuration favourable for the ‘quickies’ at Bridge, Copse and Becketts. It will run an update of the bodywork spec – known internally as ‘kit 5’ – that changed the dynamic at the front of the field last season (Audi, remember, was leading the drivers’ rankings with Lotterer and team-mates post-Le Mans).

There is further high-downforce aero on the way for the resumption of the WEC at the Nurburgring in July. Porsche is once again “aiming to make a big step”, according to Seidl, with the third and final aero spec that it is allowed under the new rules for this season.

What we don’t know is what aero Porsche will run at Spa on May 7. And nor does Porsche itself, or at least that’s what the team is saying about the proper Le Mans kit that will run for the first time in an endurance test at Motorland Aragon after the Silverstone 6 Hours.

Seidl calls Spa “an in-between circuit” and points out the weather forecast could inform its decision on which spec of car to use. Audi, it should be pointed out, more than once opted to hedge its bets and run both low and high-downforce cars in the days when it fielded a third car at the Belgian track in preparation for Le Mans.

# “WE ARE HAPPY, BUT WE ARE NOT JUMPING UP AND DOWN”

TMG TECHNICAL DIRECTOR PASCAL VASSELON



## TOYOTA

Toyota knew its World Endurance Championship title defence was all but over as

early as round two at Spa last May. And that's why its all-new LMP1 hybrid for 2016 has a twin-turbo V6 in the back.

The Japanese manufacturer was already working on its new chassis, as well as a battery energy-storage system, when its trouncing by Audi and Porsche at Spa convinced it that an even more drastic overhaul was required. That set in motion a feasibility study to see if it could replace its normally aspirated V8 with a more efficient turbo engine for this season.

The decision to build the 90-degree 2.4-litre V6 that powers the all-new TS050 HYBRID was being made just about the same time that Toyota was playing what can only be described as a bit part in the Le Mans 24 Hours. Yet just three months later the first V6 was running on the test bench at Toyota's technical centre near the Fuji circuit in Japan.

Toyota had no choice but to abandon the V8 concept that had powered its line of P1 cars since its return to the pinnacle of sportscar racing on the rebirth of the WEC in 2012. Toyota Motorsport GmbH technical director Pascal Vasselon admits that a switch of conventional powerplants should have been made earlier – for last season.

A direct-injection turbo, he explains, offers a much wider operating window in terms of efficiency. The consequence of that, he says, is it can operate “at a higher average fuel efficiency over the course of a season”.

The change in engine concept at Toyota was originally set for 2017 for reasons of resources. The plan was to move this year to a high-voltage lithium-ion battery (from the supercapacitors it had previously employed) to store hybrid power and introduce a turbo engine next year. Events overtook that road map.

The move to a battery was the higher priority because it was central in enabling Toyota to move into the highest megajoule category. This allows for 8MJ of energy to be deployed over the 8.47-mile lap of Le Mans and a percentage of that at

**TOYOTA  
TS050  
HYBRID**

**ENGINE**  
2.4-litre,  
twin-  
turbo, V6  
(petrol)

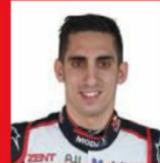
**HYBRID**  
Twin-axle  
KERS

**TYRES**  
Michelin

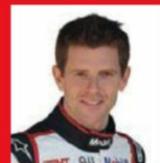


# #5

TOYOTA



SEBASTIEN  
BUEMI



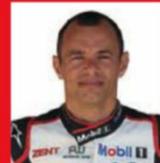
ANTHONY  
DAVIDSON



KAZUKI  
NAKAJIMA

# #6

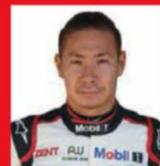
TOYOTA



STEPHANE  
SARRAZIN



MIKE  
CONWAY



KAMUI  
KOBAYASHI

other tracks. The Toyota drivers were raving about the new system, even before the twin-turbo V6 came on stream at the third test of the TS050.

“I could feel what Porsche had last year straight away,” says the 2014 WEC champion Anthony Davidson, who again shares his Toyota with Sebastien Buemi and Kazuki Nakajima. “I couldn’t believe how much power there was. It finally made me fully understand the challenge we faced in 2015.”

Toyota has clearly made a significant move forwards with its new package, which includes a major aero step in the same direction as the much more extreme Audi R18 e-tron quattro. The TS050 went 1.7 seconds faster at last month’s official WEC test at Paul Ricard than its predecessor did one year before.

A fastest time that was 0.8s from Porsche’s best times at the top of the sheets might sound a lot, but it needs to be judged in context of where the respective manufacturers were in their 2016 development programmes. Toyota was, at least at the time of Ricard, inevitably behind a team running a revised car on which key updates had been testing before Christmas. Or, to

put it another way, at least a couple of months before Toyota started running the new engine in the TS050.

The long lead times involved in gearbox manufacture meant the new transmission wasn’t ready at the same time as the rest of the TS050. That forced Toyota to undertake its initial testing with the old engine and ’box in the back of the car.

Toyota is still learning about its new car and the new battery technology, and most importantly how to exploit it. Its recruitment of the Porsche race engineer who worked on the Jani/Dumas/Lieb car, Mathieu Galoche, to work on the #6 machine could provide vital shortcuts.

There is an upbeat mood in the Toyota camp ahead of the start of the season, though everyone is reserving judgement on the campaign to come.

“We’re a significant chunk quicker than last year, which is exactly what we needed,” says Mike Conway, who is joined alongside Stephane Sarrazin in the #6 car by Kamui Kobayashi in place of the retired Alex Wurz. “We’ve made a big step and we are going to be closer, but no one knows if it will be enough.” >>

# AUDI

Maximising efficiency is the name of the game in LMP1, and the drive to do so has intensified with the reduction in fuel flow for the coming season. The dramatic

aerodynamics of Audi's latest R18 e-tron quattro are a reaction to those rule changes.

The aim is simple, according to Audi Sport head of engineering Jorg Zander: "We wanted to maintain downforce at the levels we had last year and reduce the aerodynamic drag."

To achieve that Audi has picked up the nose and moved the monocoque and driver backwards in the name of improved airflow underneath the car.

"We want to have a smooth flow attack the underfloor and the rear diffuser," is how Zander explains it. "You can say we are trying to generate more downforce in the lower parts of the car."

Put simply, it is more efficient to generate downforce from the undersurfaces of the car than from the rear wing. Think, here, of the most extreme ground-effect Formula 1 cars of the skirts era in the late 1970s and early '80s and their tiny or non-existent wings, and you might get the idea. The price in terms of drag is much higher from conventional aerofoils.

The packaging implications of the Audi aero concept, developed in the Sauber Formula 1 windtunnel, are huge and had a knock-on right through the car. For example, the latest R18 has a six-speed gearbox rather than the seven speeds of its predecessor because it is both lighter and shorter.

The second thrust of Audi's development for 2016 is a step up in hybrid class from the four-megajoule division to 6MJ. This has involved abandoning the flywheel energy-storage system used in the R18 hybrids since 2012 in favour of a high-voltage lithium-ion battery. The technology, says Zander, is "similar but not the same" as that with which Porsche won last year's WEC.

This has allowed Audi to store 2MJ of energy in one go rather than the 200kJ maximum with the flywheel. At the same time it has uprated the power of its front-axle motor-generator unit from 200kW to 350kW, so that's nearly 500bhp compared with last year's 268bhp. More energy and more power mean the drivers in the two unchanged Audi line-ups will now have a significantly bigger hybrid punch out of the corners.

The Audi is once again running with a single energy-retrieval system to the two of Porsche and Toyota. It did evaluate running a second device, but weight implications militated against including it. Audi believes that the 6MJ class is optimum for a turbodiesel. Zander suggests that a diesel-powered car with twin KERS, or a single KERS and exhaust recovery, could not be built within the minimum weight. It would also, he says, "compromise the car in terms of weight distribution".

Zander doesn't deny that last year's R18 failed to recuperate the maximum allowed by the 4MJ class at some tracks with only one system. Ask if that means it won't be able to do so this year, and his reply doesn't quite answer the question.

"With a single MGU you are closer to the limit of recuperating the energy that is required," he says, "but considering the whole season and in particular Le Mans, we think it is the most non-compromised solution."

That might be a hint that Audi will struggle to recuperate the full amount it is allowed to deploy at some tracks. Silverstone, for example, allows for a return of 4.03MJ over a circuit that has relatively few heavy braking points.

Zander is urging the world to understand that the 2016 R18 is a new beast incorporating technology new to Audi. That explains why, by its own admission, Audi was behind the game at the official WEC test at Paul Ricard last month after a challenging winter testing programme.

"The requirements to develop a car like this are much larger than the step we did between 2014 and '15," says Zander. "The more complexity involved, the more issues you will find. When you find issues, you have to take time to develop counter measures. It is a normal process.

"Of course, we'd like to be a step further down the road, but we don't believe there is anything critical here. I am pretty sure we are going to be ready for Silverstone." >>

## #7

AUDI



ANDRE LOTTERER



BENOIT TRELUYER



MARCEL FASSLER

## #8

AUDI



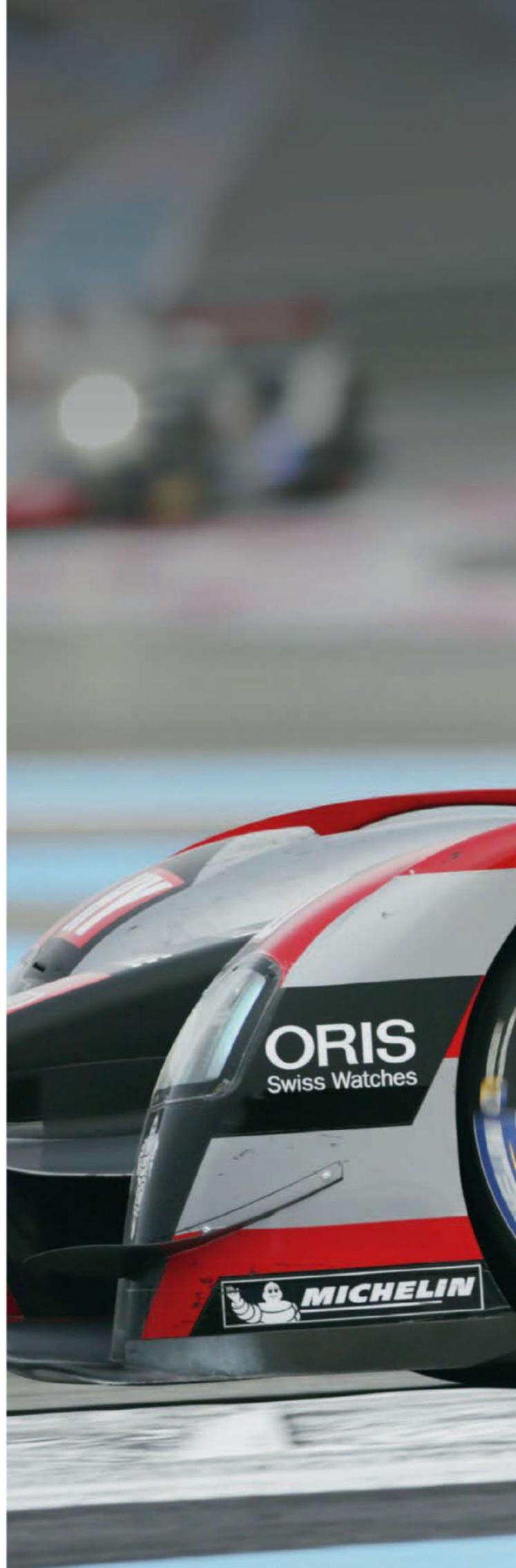
LOIC DUVAL



LUCAS DI GRASSI



OLIVER JARVIS



**AUDI R18  
E-TRON  
QUATTRO**

**ENGINE**  
3.7-litre,  
single-  
turbo V6  
(diesel)

**HYBRID**  
Single  
front-axle  
KERS,  
battery  
storage

**TYRES**  
Michelin

“WE MAY NOT BE AS  
BULLETPROOF AS IN  
PREVIOUS SEASONS”

AUDI SPORT TEAM BOSS RALF JUTTNER



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### Sunoco Whelen Challenge

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Radical Euro Masters at Estoril 23-24/4  
British GT at Rockingham 30-1/5

### Sunoco 200 Challenge

British GT at Brands 16-17/4  
MINI, GT Cup & F3 Cup  
at Donington 23-24/4

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WHAT'S NEW IN  
LMP1 FOR 2016?

The per-lap fuel allocation and instantaneous flow has been reduced by 7.5 per cent

Maximum hybrid power release has been restricted to 300kW (402bhp) at Le Mans on safety grounds

Only three aerodynamic configurations are allowed for each manufacturer

A limitation on windtunnel testing of 1200 hours has been set for 2016. The big effect of that will be on next year's cars

Further restrictions on testing limit existing manufacturers to 43 car days

Wheelarch vents have increased in size by a minimum of 25 per cent - Audi's radical aerodynamic concept calls for them to be 45 per cent bigger

## WEC CALENDAR

**SILVERSTONE**  
APRIL 17

**SPA-FRANCORCHAMPS**  
MAY 7

**LE MANS**  
JUNE 18-19

**NURBURGRING**  
JULY 24

**MEXICO CITY**  
SEPTEMBER 3

**AUSTIN**  
SEPTEMBER 17

**FUJI**  
OCTOBER 16

**SHANGHAI**  
NOVEMBER 6

**BAHRAIN**  
NOVEMBER 19

## THE PRIVATEERS

**BYKOLLES** The ByKolles Racing Team is aiming to continue edging towards class pacesetter

Rebellion in 2016 with a one-car assault in what will be its third season since graduating to the P1 ranks. It was twice a class winner last year, which, combined with a string of second places, meant it finished only four points behind the second Rebellion in the end-of-season classification.

ByKolles phased in a big update during the early races last year and continued that development of the AER-engined CLM P1/01 at the official Paul Ricard test last month. A further revision of the front-end aero, which will give the CLM a new look, is scheduled to come on stream for the season opener at Silverstone. It has also made the switch from Michelin to Dunlop tyres as it seeks the same advantage as Rebellion.

Pierre Kaffer and Simon Trummer remain with the team for this season and will be joined by Oliver Webb, who is graduating to P1 after two seasons in P2 that included his 2014 title success in the European Le Mans Series. Kaffer is unavailable for Silverstone and Spa courtesy of his commitments with Audi's GT pool, so James Rossiter will stand in for those rounds.

#4

SIMON  
TRUMMEROLIVER  
WEBBJAMES  
ROSSITER\*\* Rossiter replaces  
Pierre Kaffer for  
the first two races

#12

NICK  
HEIDFELDNICOLAS  
PROSTNELSON  
PIQUET JR

**REBELLION** The Anglo-Swiss Rebellion Racing team again fields two cars in

its bid to continue its title-winning sequence of LMP1 privateer crowns. Its Rebellion-AER R-One chassis are largely unchanged, as is the driver line-up, but the big news is that it will run on Dunlop rather than Michelin tyres.

The team has made the swap in a bid to move closer to the factories by fielding the R-Ones on tyres developed around a non-hybrid P1. "Our needs are different to those of the factories, so we believe that having a tyre designed for our car is going to raise our performance," says team manager Bart Hayden.

It has also swapped to a revised specification of AER twin-turbo V6 in the name of reliability. At the same time the rulemakers have given the privateers a helping hand: a minor increase in fuel flow and an unchanged tank capacity.

Rebellion has tweaked its line-up for the start of the season. Nelson Piquet Jr will race at Le Mans in place of Mathias Beche, who has been loaned to the TDS LMP2 team, and will also drive the #12 car Silverstone and Spa by way of preparation. #

#13

ALEXANDRE  
IMPERATORIDOMINIK  
KRAIHAMERMATHEO  
TUSCHER

# From Manor F1 to Manor WEC



A new two-car entry from John Booth and Graeme Lowdon, the men originally behind the Manor F1 team, bolsters an already strong LMP2 contingent at the Silverstone 6 Hours this weekend

By Edd Straw, Editor

[@eddstrawf1](#)

At the end of last year's Abu Dhabi Grand Prix, then-Manor F1 bosses John Booth's and Graeme Lowdon's association with the team came to an end. Already there were thoughts of the next project, and just four and a half months later a new Manor LMP2 squad will line up on the grid for this weekend's World Endurance Championship opener.

Lowdon attended last year's Bahrain WEC round, a couple of weeks before the final F1 race of the season, on a fact-finding mission and it didn't take long to zero in on the future of what is in effect a revival of the old Manor F3 team.

"P2 was the obvious route," explains Lowdon. "LMP1 is clearly designed for manufacturers and, while that holds an interest for the future, there was no way that we could pull a project like that together in time.

"LMP2 offered a number of advantages in terms of putting a brand-new team together. We didn't have to spend time designing and manufacturing the car and it offered a world championship arena for us to compete purely as a racing team. So the decision was quick."

Then came the choice of chassis. Realistically, this boiled down to the ORECA o5 or the Onroak Automotive-produced Ligier JSP2 – both proven, competitive packages that would have served the team well, but ORECA got the nod. Lowdon stresses that the high quality of the cars in the class meant the service offered was decisive in this decision.

There was also the small matter of the driver line-up to sort out. While at first this was intended as a one-car operation, Manor soon added a second car given the level of interest, and the majority of the driver roster is of team alumni. Will Stevens, James Jakes and Tor Graves occupy the #44, with Roberto Merhi, Matt Rao and Richard Bradley in the #45 (only the #44 car currently has a Le Mans 24 Hours entry). Of those only Rao and Bradley are Manor virgins.

"We didn't announce what we were doing before our entry was announced and very few people were really aware of what the plan was," says Lowdon of driver recruitment. "But as soon as they did, we had contact from an awful lot of people.

"LMP2 has become very attractive to drivers who are looking to develop a professional career in motor racing, so there's a large number interested. Initially we entered one car, but the level of interest was very high.

"We knew a lot of the drivers involved, not just those now in our team, but in WEC because there are so many former Manor drivers in the championship. That's an advantage for us because there's a lot that is new to us."

So with the drivers and the budget in place, it was just a question of getting the cars going.

"We finished the first car hours before the prologue test in March started," says Lowdon. That's a testament to the product that we could fire it up and do so much on the first day. One of the other advantages of ORECA is that it's based at Paul Ricard [where the test took place], so that made that possible."



# LMP2

## MANOR

ORECA-Nissan 05

#44 Will Stevens/Jakes Jakes/Tor Graves

#45 Richard Bradley/Roberto Merhi/Matt Rao

Manor may be new to sportscars, but the line-up of the #45 with ex-British F3 runner-up Rao as its silver-rated driver must give it a chance of making an impact.

## G-DRIVE RACING

ORECA-Nissan 05

#26 Rene Rast/Nathanael Berthon/Roman Rusinov

Russian entrant G-Drive, reigning P2 champion, switches from OAK to run with ELMS frontrunner Jota. Good line-up with two strong pros and Rusinov as the silver.

## SMP RACING

BRE-Nissan BR01

#27 Nicolas Minassian/Maurizio Mediani/David Markozov

#37 Vitaly Petrov/Kirill Ladygin/Victor Shaytar

SMP returns to a class in which it won in 2014, now with a pair of its own BR Engineering-built coupes. The two line-ups probably lack the strength of others.

## ESM

Ligier-Nissan JSP2

#30 Scott Sharp/Johannes van Overbeek/Ed Brown

#31 Pipo Derani/Ryan Dalziel/Chris Cumming

Extreme Speed Motorsports has thrown in its lot with OAK to field a pair of Ligiers with Nissan power. A band of team regulars are joined by rising P2 star Pipo Derani.

## SIGNATECH ALPINE

ORECA-Nissan 05

#35 Ho-Pin Tung/Nelson Panciatici/David Cheng

#36 Nicolas Lapierre/Stephane Richelmi/Gustavo Menezes

Expanded assault from Signatech with a pair of ORECA coupes (badged as Alpines) follows a link-up with Chinese entrant Cheng. Quality silver driver in Menezes must make #36 a pre-season favourite.

## STRAKKA RACING

Gibson-Nissan 015S

#42 Danny Watts/Jonny Kane/Nick Leventis

British team fields the only open-top car after shelving its Dome project in favour of the Gibson (nee Zytek). Familiar line-up has a true amateur in Leventis.

## RGR SPORT

Ligier-Nissan JSP2

#43 Bruno Senna/Filipe Albuquerque/Ricardo Gonzalez

Former P2 WEC champ Gonzalez has put together his own team with Morand to run a Ligier under OAK's wing. Has two top-quality pros in Senna and Albuquerque.

BY GARY WATKINS



Manor stalwart Graves returns to the team

The second car didn't run until last week, when it was shaken down at Rockingham. So at least both cars head to Silverstone having completed some real, if limited, mileage.

The team recently moved into an industrial unit at Silverstone, and has assembled a strong team of experienced, capable and available personnel. "The team is pretty much there," says Lowdon. "We've got John as team principal and he's focused on the racing side. I'm doing the commercial side, but on race day I'm still doing the sporting director role – although they call it team manager in sportscars.

"The engineering team is largely people who have been in WEC for a number of years and we've got some good, experienced people leading the team. Somebody who is pivotal to the project is Kieron Marchant, who was chief mechanic at the F1 team up until the end of last year. His role in the endurance team is way beyond that of a chief mechanic.

"In total, we'll be at Silverstone with 25 to 30 people in the team, which is quite normal for LMP2. We had no shortage of people who are keen to work with us and come back. That's been the nice part of putting the whole team together."

Lowdon is quick to stress that Silverstone is a learning experience, but obviously the ambitions are to emerge as a frontrunning team sooner rather than later.

"The first objective is to gain the respect of the opposition, because this is new for us," he says. "Every team in the paddock is trying to build the best sportscar team in the world and we're no different. But it's difficult to make predictions." ❄

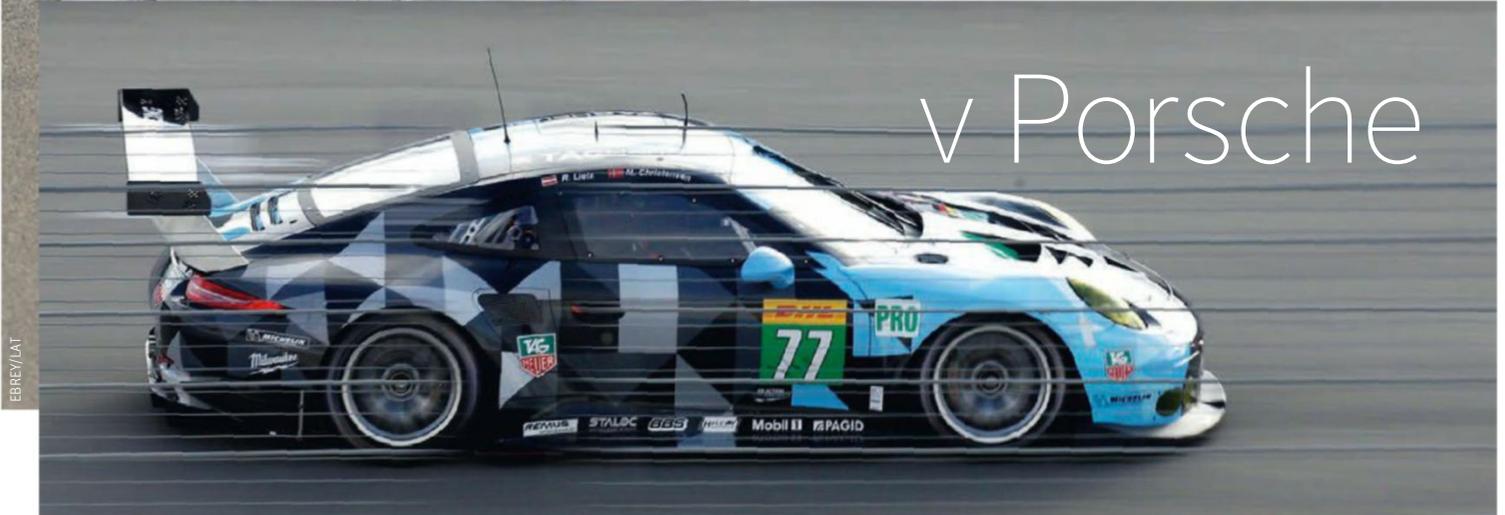
# Ferrari



# v Aston Martin



# v Porsche



Ford taps into its racing heritage as it joins the WEC's GTE Pro class, which pits four iconic marques against each other

**By Gary Watkins, Special Contributor**

[@gazzasportscars](https://twitter.com/gazzasportscars)

There would be a lot going on in GTE Pro right now even if a manufacturer with a rich sportscar heritage wasn't attempting to rekindle past glories at the Le Mans 24 Hours and beyond. In addition to Ford's return with the new GT, there are revised rules designed to level the playing field and increase performance, another new car from Ferrari and, for the first time in the modern-era World Endurance Championship, a tyre war in the class.

Ford is back in world championship-level sportscar racing on the 50th anniversary of the first of its four victories at Le Mans in the '60s. The new carbon-chassis GT is a modern incarnation of the GT40 and the derivatives that claimed outright honours in the 24 Hours in 1966-69, and Ford's celebration of its heritage stretches to the race numbers of its cars. The two entered under

the Ford Chip Ganassi Team UK banner in the full WEC bear #66 and #67, while its US sister team has #68 and #69 for Le Mans when the marque's attack expands to four cars.

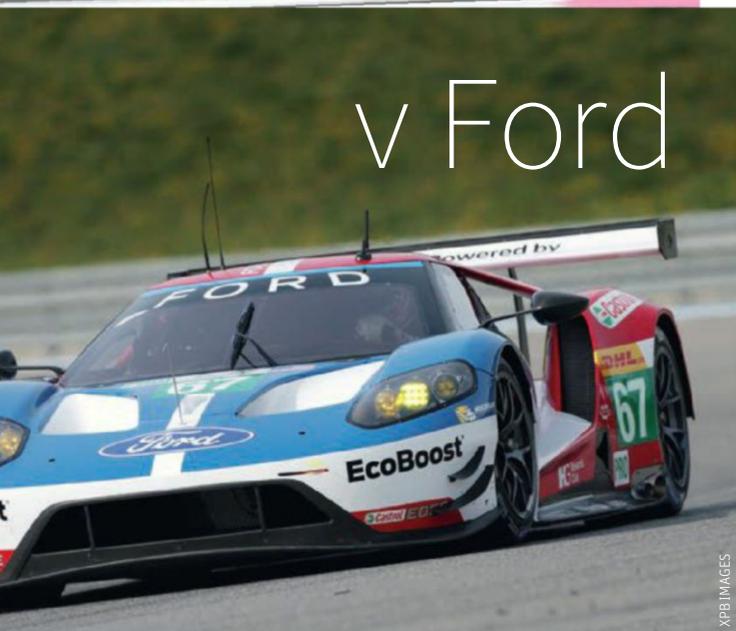
Ferrari is the other manufacturer to build a new car to rules that offer new technical freedoms, most pertinently in terms of aerodynamics. The turbocharged 488 GTE replaces the 458 Italia that claimed a string of titles in the reborn WEC in 2012-14.

Aston Martin Racing is fielding an update of its Vantage GTE, but significantly has made a switch from the Michelin rubber that's dominated in GTE Pro to Dunlops. The move is designed to put the two AMR entries on tyres designed specifically for the front-engined Vantage and follows Porsche's clean sweep of the titles up for grabs in class last season after undertaking an intensive development programme with Michelin.

The GTE battle really does have something of everything, and even a little bit of Porsche. But only a little bit.



XPB IMAGES



XPB IMAGES

v Ford

# GT F PRO

# G

## AF CORSE

Ferrari 488 GTE

#51 Gianmaria Bruni/James Calado

#52 Davide Rigon/Sam Bird

There's a new line-up as well as a new car at AF. Calado moves up to the lead entry and LMP2 world champion Bird slots into his place.

## FORD CHIP GANASSI

Ford GT

#66 Olivier Pla/Stefan Mucke/Billy Johnson\*

#67 Andy Priaulx/Marino Franchitti/Harry Tincknell\*

\*First three races only

The sister operation of the Ganassi squad fielding the Fords in the US is a start-up operation based in the UK. The full driver line-ups for Le Mans take the start at Silverstone this weekend and then Spa in preparation for Ford's main target in June.

## ASTON MARTIN

Aston Martin Vantage GTE

#95 Darren Turner/Nicki Thiim/Marco Sorensen

#97 Richie Stanaway/Fernando Rees/Jonny Adam

AMR has switched to Dunlops to set up a tyre war in GTE with the aim of propelling its rejigged driver line-ups back to the front.

## DEMPSEY-PROTON

Porsche 911 RSR

#77 Richard Lietz/Michael Christensen

Porsche defends its titles with two works drivers in a semi-factory car from Proton that flies the flag of actor-racer Patrick Dempsey.

The German marque defends the GT drivers', teams' and manufacturers' crowns that the full-factory Manthey team won last season with a semi-works effort from Proton. The German team, which is no stranger to factory-assisted efforts from its days as Team Felbermayr-Proton in the Le Mans Series, fields a solo uprated 911 RSR in which Richard Lietz will attempt to hang onto his title with support from Michael Christensen.

How the 2016 GTE Pro contenders will stack up against each other isn't yet clear. The official WEC test at Paul Ricard offered few clues. The manufacturers chose not to show their respective hands, lapping some way off the pace of the previous – and slower – generation of car 12 months before.

The battle in the GT Le Mans class at the opening rounds of the IMSA SportsCar Championship – the two big US enduros at Daytona and Sebring – does offer some evidence. But the IMSA races run to a different Balance of Performance – the means by which the diverse range of GTE machinery is balanced – and therefore provide no conclusive answers.

The Ford, for example, is running 20kg heavier than it did at Daytona and 10kg heavier than at Sebring. Its mandated boost curve – the way power is controlled for turbo cars – is also less favourable than in the opening two rounds of the IMSA series.

"We are considerably worse off in terms of the BoP than in IMSA," says George Howard-Chappell, who masterminds the WEC Ford team. "I have asked why the same car has a different BoP when it crosses the Atlantic. Someone has got it wrong. Who it is will come out in the wash." ❄

# GT F AM

# G

A familiar cast of GTE Am runners lines up to take the titles Russian entrant SMP Racing won with the AF Ferrari squad prior to its return to the WEC LMP2 ranks. Joining class regulars Larbre, Proton, AF and AMR are Gulf Racing, which has moved over from the ELMS, and Le Mans LMP2 class winner KCMG, which is stepping down from prototypes to field a Porsche in conjunction with Proton.

LARBRE COMPETITION Chevrolet Corvette

#50 Paulo Ruberti\*/Pierre Ragues/Yutaka Yamagishi

KCMG (PROTON) Porsche 911 RSR

#78 Wolf Henzler/Joel Camathias/Christian Ried

AF CORSE Ferrari 458 Italia

#83 Emmanuel Collard/Rui Aguas/Francois Perrodo

GULF RACING Porsche 911 RSR

#86 Adam Carroll/Ben Barker/Michael Wainwright

ABU DHABI-PROTON RACING Porsche 911 RSR

#88 Patrick Long\*\*/David Heinemeier Hansson/Khaled Al Qubaisi

ASTON MARTIN RACING Aston Martin GTE

#98 Pedro Lamy/Mathias Lauda/Paul Dalla Lana

\*Confirmed for first three races \*\*Klaus Bachler drives Silverstone and Austin



## FORMULA 1

# Qualifying reverts to

WITH ALL OF THE FORMULA 1 TEAMS entrenched on one side of the argument, and the alliance of Bernie Ecclestone and FIA president Jean Todt on the other, it appeared no quarter would be given in the qualifying fiasco.

The teams were adamant they wanted a return to the previous qualifying system that ran from 2006-15, while Ecclestone and Todt held on to a desire for change. They recognised that the unpopular elimination format was dysfunctional, but thought the idea had potential – it just needed proper development.

Ultimately, the teams prevailed. The plan is for the system used last year to be reintroduced for this weekend's Chinese Grand Prix, much to the relief of the many critics of the elimination format tried in Australia and Bahrain.

The aggregate system discussed in a meeting between the teams, Ecclestone and Todt on the morning of the Bahrain GP was always likely to be a non-starter. A variation of such a system was introduced in 2005, did not find favour, and was dropped mid-season.

In days gone by, you would have bet the house on the FIA/FOM axis emerging successful, browbeating the teams into submission. But

as explained at great length by Todt in a media briefing at the Bahrain GP, the days of the FIA having absolute regulatory power (if they ever existed at all) are gone. Now, F1 is a society in which Ecclestone and the FIA have an equal voice, shared with a block of the pre-eminent teams. As Todt pointed out, F1's governance structure "does not allow us to impose".

Todt claimed that if he had been allowed his way, then Q1 and Q2 would have retained the elimination format, with a slight time extension, while Q3 would have reverted to the previous system. Instead there was deadlock, and Ecclestone and Todt elected to yield, as they remarked via a collective statement, "in the interests of the championship".

For the remainder of the campaign, qualifying should again at least build to a crescendo, as we have come to expect over the years, rather than petering out with the action front-loaded in Q1.

The teams have now charged themselves with the task of "a global assessment of the format of the weekend". That brief ranges beyond the issue of qualifying and cuts to the heart of what is presently a three-day event structure.

Not only did the teams demonstrate



Anticipation as cars leave the pits in qualifying has been tempered so far

## IN THE HEADLINES

### VILLENEUVE: DRIVERS SHOULD SHUT UP

Formula 1 drivers should “shut up” and not interfere with the rulemaking, says 1997 world champion Jacques Villeneuve. “The way the drivers have been complaining is terrible for F1,” he said. “They should just shut up. It’s not their problem how good or bad the show is on TV.”

### SAUBER REQUIRES SPONSOR ADVANCE

The Sauber Formula 1 team has secured a sponsorship advance from its Swedish backers to pay March staff salaries and is certain it will compete at this weekend’s Chinese GP. The Swiss team did not pay its staff on time in February because of cashflow problems, and the problem repeated itself in March. An advance from Marcus Ericsson’s sponsors allowed the payments to be made.

### VICKERS EYES INDY 500 DEBUT

NASCAR Sprint Cup race winner Brian Vickers could contest this year’s Indianapolis 500 with Schmidt Peterson Motorsports. If the deal comes off, he will drive a third entry alongside James Hinchcliffe and Mikhail Aleshin.

### THOMPSON MAKES WTCC RETURN

James Thompson will return to the World Touring Car Championship this weekend at the Slovakia Ring after agreeing to stand in for Rene Munnich in a Chevrolet Cruze. The deal is for one round only, as Munnich is recovering from a World Rallycross Championship crash.

### ROCKENFELLER FASTEST IN DTM TEST

Audi driver Mike Rockenfeller topped the DTM’s pre-season test at Hockenheim. The 2013 champion set the pace on the final morning of the three-day test. Stablemate Edoardo Mortara was second fastest, 0.025 seconds down.

### BMW GIVEN DTM BREAK

BMW has been granted performance concessions for the 2016 DTM season, with the series’ performance weight and DRS regulations also tweaked. This year, the base weight of its cars will be 1112.5kg, 7.5kg lighter than the standard 1120kg for Audi and Mercedes, and BMW has been granted permission to extend the width of its rear wing by 50mm.

### DELETRAZ QUICKEST IN V8 3.5 TESTING

Louis Deletraz topped last weekend’s Formula V8 3.5 test at Aragon. The Fortec Motorsports driver took top spot by 0.111s from Arden’s Egor Orudzhev. Tom Dillmann, Matthieu Vaxiviere and Orudzhev also headed sessions.

### PARRY TOPS VALENCIA GP3 TEST

Matt Parry, winner of the 2013 McLaren *Autosport* BRDC Award, aced last week’s two-day GP3 test at Valencia. The Koiranen GP driver (below) was 0.084s faster than ART’s Nirei Fukuzumi. Charles Leclerc and Artur Janosz each topped a session, with Parry fastest in two.



BLOXHAM/AT

# old format – for now

surprising unanimity in declaring this, as well as their rejection of the aggregate qualifying system and their desire to return to the old format, in a letter to Todt and Ecclestone, the forceful wording of the letter is understood to have stunned F1’s leaders. Now it becomes a question of how serious the teams are in declaring a willingness to address not only qualifying, but how the entire GP weekend is structured.

Were they simply firing all their bullets? Or is there a genuine desire to overhaul a tried-and-trusted, if perhaps staid format?

Few could argue against Friday, in particular, being in drastic need of a makeover. The two 90-minute free practice sessions are dull, offer no narrative to the spectators, and serve only to nail down set-up and strategy.

We have seen time and again when Friday practice is disrupted, and the teams have to ‘wing it’ more on Saturday, there is greater potential for the mixed-up grids demanded by Ecclestone. Could Friday even be done away with and F1 switch to a more streamlined two-day weekend? There is scope, but

numerous promoters will demand otherwise.

While there are plenty of empty grandstands on Fridays at some grands prix, venues such as Melbourne’s Albert Park and Silverstone reel in big crowds over the course of the weekend. If Friday could be made more enticing, the additional income would help promoters to turn a profit – something many struggle to achieve.

There are plenty of options for qualifying on the table. *Autosport*’s team of writers debated the format recently and came up with suggestions that ranged from mild tweaks to radical change, such as having heats and a final.

Whether any consensus can be reached in the corridors of power is another matter.

Something needs to be done, because F1 is getting left behind by other sports, as evinced by shrinking TV audiences and the outflow of commercial sponsors. So let’s hope the teams deliver and that this isn’t an empty promise, just another political manoeuvre in the power struggle with Ecclestone and Todt.

IAN PARKES



## FORMULA 1

## SILVERSTONE DEAL IN THE BALANCE

THE JAGUAR LAND Rover deal to buy Silverstone hangs in the balance after members of circuit owner the British Racing Drivers' Club narrowly voted to give the sale the go-ahead.

BRDC chairman John Grant announced the potential deal to members in February and a vote took place during an extraordinary general meeting, which took place last Thursday (April 7).

*Autosport* understands that 54 per cent voted in favour of the move.

The situation has been complicated by a second offer to buy the venue, from Ginetta owner Lawrence Tomlinson believed to involve a 249-year lease costing £33 million spread over several payments.

Due to an exclusivity agreement with JLR, the BRDC board cannot enter into negotiations with Tomlinson until July, but the offer is thought to have created more of a split in the vote than had been expected.

The BRDC board is now considering its options. A strong 'yes' vote would have allowed the JLR deal to go ahead, but it is now unclear whether it has a mandate to proceed without further negotiations with JLR, or further discussion with its members.

KEVIN TURNER

## FORMULA 1

# Formula 1's 2016 team payments are revealed

FERRARI WILL RECEIVE MORE MONEY THAN ANY other team in Formula 1 for its 2015 season performances despite finishing second in the championship.

Formula One Management collates revenues from hosting fees, media rights, and other streams such as trackside sponsorship and hospitality.

The 2015 total was \$965 million (£678m) and this will be distributed across 10 teams through nine monthly payments from April, with a final 'check' payment – when definitive revenues have been calculated – early in 2017.

This table (below) shows how F1 disproportionately awards its revenues. Column 1 payments are based on a team's classification over two of the past three years, while Column 2 payments are based on 2015 classification.

The Column 1 pot is divided equally among all qualifying teams, with each estimated to earn \$33.5m.

Column 2 is calculated on a sliding scale from first to 10th place, with first receiving 19 per cent of the fund, sixth 10 per cent and 10th four per cent.

There are constructors' championship bonus (CCB) payments for four teams – Ferrari, Mercedes, Red Bull and McLaren – which have been agreed in separate deals.

There is also a long-standing team payment for Ferrari and other fixed prize-fund payouts, such as a heritage bonus for Williams and negotiated payments for Red Bull Racing and Mercedes.

Red Bull receives its extra annual payment for being the first team to sign the current bilateral agreement, which runs to 2020, while Mercedes will earn its bonus annually from now on after meeting its target of two titles.

This year Ferrari will earn an estimated \$192m, which is almost 20 per cent of the total. This is also \$33m more

than the team earned last year. Ferrari's earnings consist of \$87m in performance payments, plus another \$105m in historic/CCB bonuses.

Reigning champion Mercedes won 16 grands prix, including 13 one-twins, compared with Ferrari's three wins. But it earned just 17.7 per cent of the total fund with \$171m, of which \$74m consists of bonuses.

Further down the order the disparities are more glaring, with Red Bull receiving \$144m to the \$87m earned by third-placed Williams, which finished ahead of it in the 2015 constructors' standings.

Sir Frank Williams's team will receive less than half of Ferrari's total, even though it finished just one place adrift in the championship.

McLaren, which finished ninth, receives a projected \$82m, while fifth-placed Force India earned \$67m.

The imbalance is best illustrated by the fact that equally sharing the pot among 10 teams would lead to Williams earning \$96.5m rather than \$87m for third place.

At \$965m, the teams' payouts are nine per cent up on last year's total payout of \$883m despite there being the same number of rounds (19) in 2015 as in 2014.

But a \$35m bonus negotiated by Mercedes for a second constructors' championship is paid from a separate reserve, making the purified revenue increase \$47m, or roughly five per cent.

FOM's 2015 turnover is estimated at \$1.9bn, with underlying revenues estimated \$1.4bn.

These are shared between FOM and the teams on an approximate 35/65 split, based on terms of individual bilateral contracts that run through to 2020.

DIETER RENCKEN

## Projected 2016 Formula 1 payments to teams (\$)

TEAM	COL 1	COL 2	SUB TOTAL	CCB	LST	OTHER	TOTAL	2015 +/-	2015 CLASS
 Ferrari	33.5m	53.5m	87m	35m	70m	-	192m	+17%	2
 Mercedes	33.5m	63.5m	97m	39m	-	35m	171m	+36%	1
 Red Bull	33.5m	36.5m	70m	39m	-	35m	144m	-7%	4
 Williams	33.5m	43.5m	77m	-	-	10m	87m	-6%	3
 McLaren	33.5m	16.5m	50m	32m	-	-	82m	-16%	9
 Force India	33.5m	33.5m	67m	-	-	-	67m	+12%	5
 Renault (Lotus)	33.5m	30.5m	64m	-	-	-	64m	+28%	6
 Toro Rosso	33.5m	23.5m	57m	-	-	-	57m	+8%	7
 Sauber	33.5m	20.5m	54m	-	-	-	54m	+23%	8
 Manor	33.5m	13.5m	47m	-	-	-	47m	0	10
<b>Totals</b>	<b>335m</b>	<b>335m</b>	<b>670m</b>	<b>145m</b>	<b>70m</b>	<b>80m</b>	<b>965m</b>	<b>883m</b>	

COL 1 Payments are based on a team's classification over two of the past three years

COL 2 Payments are based solely on a team's 2015 classification

CCB Constructors' championship bonus

LST Long-standing team



**MOTOGP**

# LORENZO CLOSING ON 2017 SWITCH TO DUCATI CORSE

MOTOGP WORLD champion Jorge Lorenzo is set to confirm a move to Ducati for 2017 before the first European race of the season at Jerez on April 24.

He has raced with Yamaha since graduating to the championship in 2008, and last year's title was his third in the premier class, but this season is all but certain to be his last with the Japanese manufacturer.

Lorenzo is out of contract at the end of 2016 and Ducati has been circling, keen to lure – as Lorenzo's Yamaha boss Lin Jarvis suggested last month – a "top gun, to take their programme to another level".

For Lorenzo, the move is one out of the shadow of team-mate Valentino Rossi at Yamaha, and the chance to enhance his own legacy by bringing success to a brand that has taken just one rider to a title – Casey Stoner in 2007 – and has not won a race since October 2010.

Lorenzo kept his cards close to his chest during the Argentina and Austin double header, opting not to answer a direct question about whether he had received an offer from Ducati.

"I prefer not to tell you something about this matter, same as in

Argentina, for this moment," he said. "When my decision will be taken, you will all know."

Maverick Vinales appears to be Yamaha's number one target. Suzuki boss Davide Brivio admitted in Austin that it has a fight on its hands to keep the highly-rated 21-year old.

"I feel great here," said Vinales. "At the moment I think I need to focus on now and not the future."

Rossi has already announced his Yamaha contract extension, and a new Honda deal for Marc Marquez is considered a formality.

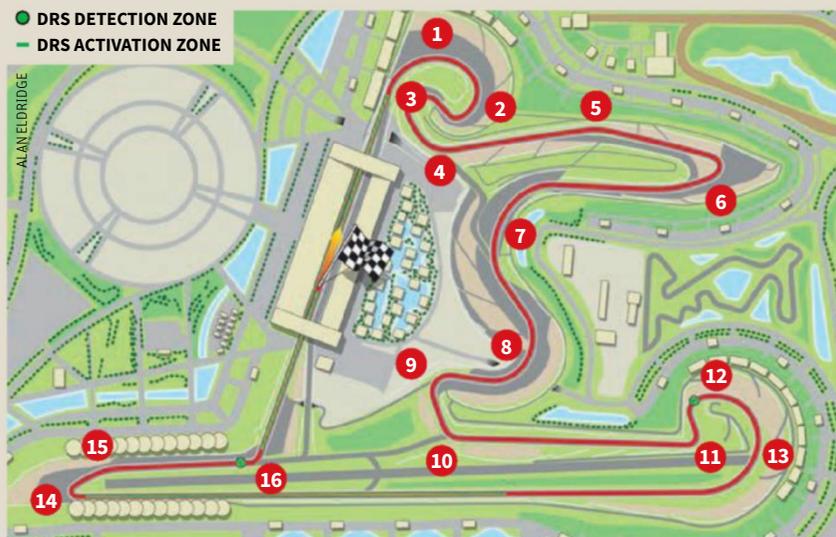
But one of Andrea Dovizioso and Andrea Iannone will have to make way for Lorenzo. At the start of the season, Iannone appeared safer but crashes in Qatar and Argentina – where he took out Dovizioso at the final corner while they were second and third – have not helped his cause.

A seat with the ever-improving Suzuki could prove to be a soft landing, while Dani Pedrosa's future is also far from certain. The Honda veteran is out of contract at the end of the year and has struggled with the change to Michelin tyres in the opening races of 2016.

**MITCHELL ADAM**

**F1 PREVIEW**

# Chinese Grand Prix April 15-17



## SHANGHAI INTERNATIONAL CIRCUIT

**LENGTH** 3.387 miles **NUMBER OF LAPS** 56

**2015 POLE POSITION** Lewis Hamilton 1m35.782s

**QUALIFYING LAP RECORD** Sebastian Vettel 1m33.706s (2011)

**RACE LAP RECORD** Michael Schumacher 1m32.238s (2004)



### Slick tyre allocation



### UK start times

**LIVE ON SKY SPORTS F1**

**FRIDAY**

**FP1** 0300 **FP2** 0700

**SATURDAY**

**FP3** 0500 **QUALIFYING** 0800

**SUNDAY**

**RACE** 0700

**HIGHLIGHTS ON CHANNEL 4**

**QUALIFYING** SATURDAY 1230 **RACE** SUNDAY 1330

### Previous winners

<b>2015</b>	Lewis Hamilton	<b>Mercedes</b>
<b>2014</b>	Lewis Hamilton	<b>Mercedes</b>
<b>2013</b>	Fernando Alonso	<b>Ferrari</b>
<b>2012</b>	Nico Rosberg	<b>Mercedes</b>
<b>2011</b>	Lewis Hamilton	<b>McLaren</b>
<b>2010</b>	Jenson Button	<b>McLaren</b>
<b>2009</b>	Sebastian Vettel	<b>Red Bull</b>
<b>2008</b>	Lewis Hamilton	<b>McLaren</b>
<b>2007</b>	Kimi Raikkonen	<b>Ferrari</b>
<b>2006</b>	Michael Schumacher	<b>Ferrari</b>

### Themes to watch

**HAMILTON'S STARTS**

Lewis Hamilton has had two bad starts on the bounce and now finds himself with a 17-point deficit to Nico Rosberg. He needs to make it third time lucky...

**FERRARI v MERCEDES**

Ferrari proved again in Bahrain it has closed the gap to Mercedes. If Sebastian Vettel and Kimi Raikkonen are close again, it will show Ferrari's threat is serious.

**HAAS'S DREAM START**

Haas has made a sensational start. If the car stays reliable, the team is smart with its strategy and Romain Grosjean delivers, it could be another great weekend.

# FEEDBACK

## It's not the sport of F1 that is broken

Formula 1, per se, is not 'broken'. There are excellent and entertaining drivers; some close racing; very small laptime spread over the grid; the cars aren't bad looking (but could be far better – roll on 2017?); the tech is road-car relevant and environmentally conscious and the laptimes are close to the fastest ever. Add in a bit of edge between some drivers and I still find F1 worth watching.

That is as long as I don't read or listen to those running the show. Too out of touch; too ineffectual; too self-interested; too negative and lacking in any apparent foresight (or love for F1); way too indecisive and all hamstrung by 'too many cooks spoiling the broth'. F1 isn't broken but the governance surely is!

Easy way to improve the show: ditch the irrelevant MGU-H and up the battery capacity/regen to compensate. More and better noise; less complexity/cost; customer engines viable and 1000bhp (total) possible. What's not to like?

**Guy Dormehl**  
South Africa



### Get a grip on track limits

If you watch the Euro F3 from Paul Ricard you will see the most blatant and consistent disregarding of track limits. Surely drivers at this level should be able to stay on the track and more importantly be penalised for taking such an unfair advantage.

I hope they get the hang of things before they get to Pau next month – could be expensive.

**Keith Quinnell**  
Mansfield

### What's all the fuss about?

Despite being a lifelong fan, I missed Australia's qualifying session because I was on a plane, so Bahrain's was the first I saw.

What is everybody complaining about? I thought it was a brilliant session with the knock-out format adding an additional element of jeopardy and strategy. I didn't think it detracted from the show, but if there is a concern regarding not building to a crescendo at

Can F1 learn a lesson from how qualifying was run in the days of Mansell and Senna?

the chequered flag, and the crescendo coming earlier, then simply reduce the length of the last session by three minutes.

Personally I hope the format remains as it is for the rest of the season as it injects a new level of interest for the viewer and challenge for the teams.

**Simon Sutton**  
Rugby

### Take qualifying back in time

As with so many things in F1 the recent qualifying format has been over-engineered and as a result is detracting from the sport and is detrimental to the spectacle.

If the sport wants to win more fans and engage the existing ones more, it has to be made simpler. One hour for qualifying. As many laps as the driver wants. Fastest man starts on pole. Simple.

It worked for Senna, Prost, Schumacher, Mansell. Why not now? Yes, the start of qualifying used to be an empty track, but the end of qualifying was a free-for-all.

And at least we know it won't be worse than this elimination farce.

**Gregor Murray**  
By email

### What will Lewis wear next?

When the F1 circus goes to Austria, will we see Lewis Hamilton in lederhosen and Tyrolean hat with feather?

**Peter Bornhauser**  
Sanderstead

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# Make hay, Nico

It's vital for Nico Rosberg to capitalise on his early advantage, as the Lewis Hamilton fightback can't be long in coming

By Lawrence Barretto, F1 Reporter

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## NICO ROSBERG'S FORM IN THE FINAL THREE RACES

of last season was easily explained away. Lewis Hamilton had taken his foot of the gas after winning the world championship and Rosberg no longer had the weight of a title fight on his shoulders.

Less easily accounted for is how he's carried that form into this season. Hamilton started on pole in the first two races, but Rosberg delivered when it counted on Sunday afternoon. He now has five wins on the bounce and a healthy 17-point lead. We're only two races down and there are still 19 to go, but this is a significant step up in performance.

Is it down to Rosberg building on last year's momentum, getting in the right place mentally over the winter and then simply not making mistakes at the start of the campaign? Is it down to Hamilton's level dropping and his not getting back up to speed quickly enough? Or is it a combination of the two?

The 2015 season left a bitter taste for Rosberg. Having run Hamilton close the previous year, he was blown away and never posed a genuine title threat. Rosberg admitted he had shifted focus to qualifying, but that had come at the cost of his race performances.

Although he was on pole for the last six races of 2015, he buckled under the pressure of the title fight – typified when he was caught out by a “gust of wind” in Austin and gifted the lead, and the championship, to Hamilton. When the pressure lifted, and Hamilton lifted off, he didn't put a foot wrong. Momentum is a powerful thing.

Speaking at Mercedes' pre-season press conference, Rosberg refused to be drawn on what those race wins did for his confidence. But he was sharp and composed throughout the briefing while Hamilton seemed distracted, preferring to mess around on his phone and post videos on Snapchat.

Rosberg had his head in the game, and needs to keep it there if he's to have any chance of beating Hamilton over the season. He's fed off his momentum and shifted his focus back to race day. He has accepted he's not as quick as Hamilton, but is still quick enough to capitalise on any opportunity – especially when the pressure isn't on him at this stage of the campaign.

Both Mercedes drivers have made poor getaways in the first two races of 2016, but it's been Rosberg who has recovered best while Hamilton has had to resort to damage limitation.

Hamilton says he doesn't care about his team-mate's winning streak. After all, Australia often produces a freak result while Rosberg always excels in Bahrain. But Rosberg has

achieved the optimum results, and the longer his run continues the more likely it is to have an adverse effect on Hamilton.

Hamilton remains title favourite, and it's an opinion widely held that the only man who can beat him is himself. He was a bit shaky at times in 2014 as the championship battle intensified and that's arguably his only weakness. But he managed to shrug it off and come through, something Rosberg has yet to show the capacity to do.

Hamilton has been remarkably open this year and during testing admitted his focus eased once the title was secured. “My mind shifted after I won the championship,” he said. “The intensity was over and I enjoyed it more than I have enjoyed the end of a season in my whole career, both in the car and out.

“I still arrived and did the job in terms of scoring the points for the team. Let's see where it goes this year. I feel very strong, I feel absolutely determined to get back in and win – that's just in my DNA.

“It's not like I have to go and reinvent myself and find extra motivation, it's just there thankfully. I'm sure the

competition is going to be stronger than ever this year and I have to make sure I'm stronger than ever.”

That strength has not been immediately evident in the first two races, although his qualifying performances prove the speed remains.

And his fightbacks through the field in Australia and Bahrain prove his determination is undimmed.

But there have been too many struggles. He has been unable to find a balance he's happy with and hasn't been able to get on top of the single-clutch starts, which have twice ended his victory hopes before the first corner.

Whether or not Hamilton is being sincere when he says the bad start to the season hasn't affected him is anyone's guess. But the longer Rosberg remains unbeaten, the more chance of it having a negative impact on the world champion. The extra work Hamilton may have to put in as a result could have an impact on his life away from the track. And that could upset the equilibrium he achieved in his work-life balance last year.

Rosberg needed Hamilton's level to drop, and he's got what he wanted. But how long will it last? Hamilton is sure to recapture his form. So Rosberg must capitalise and then do all he can to hang on if he's to have any chance of joining his dad on Formula 1's illustrious list of world champions. A third defeat at the hands of Hamilton may be the final nail in the coffin for his hopes. 🍀

**“Hamilton says he does not care about his team-mate's winning streak”**

# Why Toro Rosso's other young gun can't be ignored

Max Verstappen has monopolised the headlines at Red Bull's junior squad over the past 12 months, but Carlos Sainz deserves his share

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

**Y**ou could forgive Carlos Sainz Jr a few covetous glances towards the other side of the Toro Rosso garage. Here is a guy who's earned his way into Formula 1 through the Red Bull Junior programme, been a champion at the level just below in Formula Renault 3.5, and scored points on his F1 debut. Yet it's the teenaged sensation in the other car hogging the limelight.

The rise of Max Verstappen is the perfect story for Red Bull. It picked up a raw talent with less than a year of single-seater racing experience and thrust him into F1 before he was old enough to pass his driving test. Sink or swim. And so far he's been swimming strongly, which is a great way to promote energy drinks to a new generation. A boy among men who can show the old guys how it's done.

There have been sensational turns of speed, strong results and some spectacular overtaking moves. No wonder Verstappen has stolen so much of F1's media spotlight over the past 12 months or so.

For 21-year-old Sainz, it has been harder to stand out. Like Max – son of 1990s F1 journeyman Jos Verstappen – Sainz is of motorsport stock. In fact they don't come much bigger than 'King' Carlos Sainz, twice World Rally champion and hero of Spain.

But reaching F1 has at least allowed Carlos Jr to shrug off the 'son of Sainz' tag that followed him through his junior career. Now he faces the challenge of standing out against Verstappen, without the publicity-garnering benefit of an unconventional rise through the ranks.

Make no mistake, Verstappen earned his chance by being sensational in karting and European Formula 3. Red Bull would not have signed him from under the nose of Mercedes on a three-year contract otherwise. But Sainz's story is more conventional: Formula BMW, Formula Renault 2.0, Formula 3,

GP3, Formula Renault 3.5, and now F1. Sainz has produced excellent performances, but hasn't enjoyed such strong results, hasn't been able to use that extra experience to dominate Verstappen, hasn't made the same immediate impact.

*Autosport* puts this to Sainz as we catch up in the Bahrain Grand Prix paddock, and he reveals it's something that has played on his mind at times.

"It's a good topic and a difficult topic to answer too," he says, pondering the dynamic as he adjusts the Red Bull cap on his head, no longer the lucky grey one he kept from his 2014 FR3.5 title-winning season that Fernando Alonso threw into the Spanish GP crowd last year. "It's not easy, but first of all Max deserves the recognition and attention. He's doing a good job.

"The first thing I care about is what Red Bull thinks about me, what Franz Tost [team boss] thinks about me, what Helmut Marko thinks about me, and I know at the moment what they

think after my first year is very positive.

"At the beginning of 2015 no one spoke about me. I didn't exist! If I don't get the same media attention because of not being the same age as Max, or whatever, in the end I have to live with it. I can't let this eat into my mind. I'm not going

to lie, sometimes it can get frustrating, but you get used to it!"

He points out that people began to notice him more as last season went on. He is right to do so. That debut campaign was very successful in its own way; it just wasn't as obviously outstanding as his team-mate's.

Sainz put in some great drives, but suffered the brunt of Toro Rosso's unreliability in 2015, including four consecutive engine-related retirements in the Austrian, British, Hungarian and Belgian Grands Prix – all races in which he could realistically have scored points.

Nevertheless he was neck-and-neck with Verstappen in the intra-team qualifying battle and made a quiet, understated impression on Toro Rosso. "He's a brilliant guy to work with and he's performed above expectation," reckons technical director James Key. "Carlos has come >>

**"At the start of 2015 no one spoke about me. I didn't exist!"**



SAPINDA

Red Bull

5 Red Bull

Red Bull

SAPINDA

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EDIP  
CAMP

Red Bull

with this very mature plan of what he wants to achieve.

“It gives Max a good reference point on what sort of feedback is expected at this level. Carlos just stepped into that and gave us the feedback we needed.

“We’ve been super-impressed by him actually. I wasn’t here when Vergne and Ricciardo started, so it’s difficult to compare from the beginning, but I was here when Kvyat started and he was rated incredibly highly, and it’s a similar deal with our drivers now.”

People rightly talk about Verstappen’s maturity – and he is extraordinarily mature for an 18-year-old – but Sainz is arguably a cut above in this regard. The way his 2015 races repeatedly unravelled through no fault of his own, but also the way he refused to let this sink him, made people take notice.

The way he maintains a level head, shrugs off disappointment and moves on to the next challenge displays the sort of fortitude that Red Bull and Marko relish in their drivers. And it’s this sort of reaction to adversity that earns public respect. He’s also a gregarious guy, willing to see the funny side of bad situations.

## Key: “He’s been below the radar, and he deserves more recognition”

“He’s a very mature, collected character,” adds Key. “Not easily fazed – there’s no baggage there. He doesn’t hold a grudge, he’s super-easy to work with – a lovely guy. He’s been slightly below the radar, and deserves slightly more recognition than perhaps he’s got.”

Sainz had so many setbacks last season – his Renault engine going bang regularly, a huge crash in practice in Russia, a stupid shunt in the wet in qualifying at Austin – but he always rebounded instantly. Back in the car, straight back on it, immediately back to quietly impressing Red Bull with the quality of his driving.

To Red Bull it’s performance that counts above results. And much of that is tied up in attitude. If you act like a spoiled brat, Red Bull is going to lose patience with you pretty quickly. That’s why Verstappen was sensibly

quick to apologise for his radio rants in Australia.

In that race he became too focused on his team-mate and things rapidly went south. This is a real danger for both drivers, which comes with the inevitable fact that they are ultimately fighting each other for a future in F1 with Red Bull.

“Sometimes you see that, because a) they’re still young and it’s only their second year, and b) there’s been a lot of very positive things said about them from last year,” explains Key. “So of course there’s that pressure, and the Red Bull pressure.

“It’s natural to be in competition with your team-mate, but the best way to progress is to worry about yourself. Look at Daniel Ricciardo when he went to Red Bull. He concentrated on his thing and he matured massively. That’s what our guys have been urged to do as well.”

Sainz already seems to be showing the requisite focus. The first two races of this season have not exactly gone to plan, so once again he must remain resolute and avoid getting frustrated.

It must help enormously that he has one of the most focused individuals in the paddock to look up to. Double world champion Alonso – a fellow Spaniard – is something of a mentor to Sainz, who is determined to follow his great childhood hero’s example of how to succeed in F1.

“My learning process from Fernando has been very strange, because he would never tell me directly how to take a corner, or how to arrive at a circuit and [figure out] the technical side of the track,” explains Sainz. “It’s more going to dinners with him, watching his killer attitude.

“You can see he’s looking into every detail. You talk to him about something during lunch and you see he talks about a detail you maybe wouldn’t have even thought about, to do with the starts or the first-lap positioning.

“Suddenly you realise, ‘Wow! This guy is thinking about every single thing.’ He’s so hungry for winning, and just by having these conversations with him – not necessarily about racing or cars – you learn that to beat him, or be a world champion, you must be a bit like him in your own way.

“You need to be as hungry, as methodical, as detailed. He’s a benchmark in behaviour, both on the personal and the technical side.”

Alonso, while not perfect, is a pretty good template for a young driver looking to carve out a long and successful career at the pinnacle of single-seater racing.

Sainz may not have made as many waves as his team-mate thus far, but in his own quiet way he is still giving Red Bull and the rest of the F1 paddock some serious food for thought. He is certainly making sure he cannot be ignored. ❁



S. BLOXHAM/LAT

Carlos Sr and unofficial mentor Alonso are helping to guide Sainz’s progress



## More than just a Red Bull B-team

A BIG PART OF WHY MAX Verstappen and Carlos Sainz Jr have made such a splash since they arrived in F1 is the recent rise of Scuderia Toro Rosso as a genuinely competitive force.

Sure there have been high points in the past – Sebastian Vettel’s Italian Grand Prix victory of 2008 is the most obvious – but that was when it was little more than a customer Red Bull team.

Things are much tougher when you try to stand alone, and that year’s sixth in the constructors’ championship remains the best result in Toro Rosso’s short history.

But the team formerly known as Minardi has been growing steadily behind the scenes, investing in staff and better facilities.

“STR is a much bigger

entity than maybe anyone recognises, because it’s under the shadow of its bigger, more successful brother,” explains technical director James Key.

“It certainly surprised me when I first went to Faenza. It’s a bit smaller than Williams, but at its peak over the winter there’s more than 500 people working for the team.

“In things like simulation and production we’ve got good facilities now – pretty much all of the car composite-wise is made in-house.”

Key began restructuring the technical departments in late 2012, after joining from Sauber, and says it’s taken three years to realise the benefit of those changes, focused on producing a car that can be properly developed, not just raced well.

“In terms of making it work, some of it is bloody-minded determinedness,” he adds. “And some of it is just taking what we had, recognising the potential, and getting the mindset right.”

After taking seventh in the first season of the V6 hybrid-turbo era in 2014, team boss Franz Tost wanted fifth in ’15. Renault unreliability scuppered that, but the STR10 was considered among the best chassis on the grid, and year-old Ferrari engines should allow Toro Rosso to score more consistently in ’16 – at least to begin with.

After two races it sits sixth, seven points behind Haas. Regular top-six finishes would represent a fine achievement for a team that for so long has lived in Red Bull’s shadow.



Key has driven STR’s evolution into a pukka standalone F1 squad



# The house that Jonathan built

It's 32 years since he predated son Jolyon in getting to F1 as a top junior champion, and now Jonathan Palmer's influence on the sport is huge

By Scott Mitchell, Features Editor

[@ScottAutosport](#)



**J**onathan Palmer never had any business training. But his tough dealings go back as far as his association with motorsport. He started racing by convincing someone to go halves on an Austin-Healey Sprite for £325 in 1975. He sold it for £500, which he put towards a £1500 Marcos, the difference made up by convincing one of the two owners to keep driving (going halves again) and also loan him £250 for his share. Two years later, Palmer – having won the Modsports class title in the three-litre V6 machine – sold the car for £3500...

“Essentially, what you have to remember in business is that you have to be able to sell a product or a service that people want to buy for a bit more money than it costs you to provide,” is Palmer’s advice. And his ongoing career at the head of MotorSport Vision, where he is carving out a serious legacy as a circuit/experience-day mogul (and young-driver advocate, as the creation of three junior single-seater championships attests), is testament to his ability to put that into practice.

But an entire generation, one that includes his sons Jolyon and Will, has no first-hand experience of Palmer as a racing driver. With everything that’s come in the 25 years since he last completed a full season, Palmer’s racing career could almost be considered another life. But it was not exactly the life he’d intended for himself in the first place.

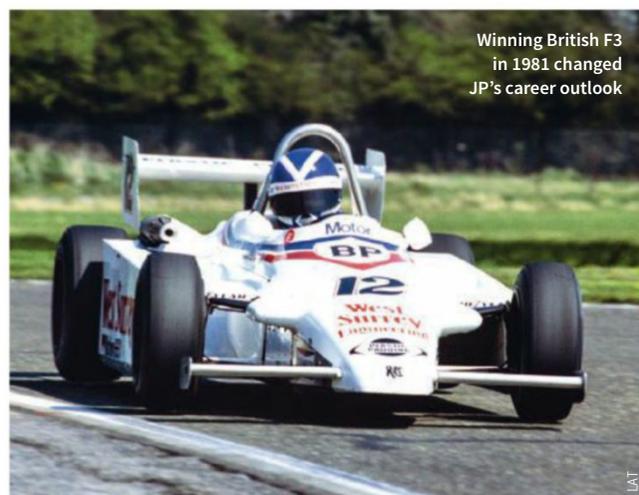
“When I started in sportscars I didn’t do it thinking I was going to be a Formula 1 driver,” he says of his first forays into club racing. “The big turning point was when I won Formula 3, when I stopped medicine and just dedicated everything to motor racing. I went back and told my GP trainer I wasn’t taking a year off; I’d be taking a career off!”

Palmer’s early career continues with similar examples of savvy to his introduction to motorsport. Scholar loaned him an engine for his Formula Ford debut in 1978, while Hawke’s David Lazenby offered a DL20 chassis. A year later, Van Diemen founder Ralph Firman – who would later become synonymous with Palmer’s junior single-seater categories – provided a chassis and Scholar carried on helping with engines.

But F3 was the big turning point. Buying Stefan Johansson’s Ralt RT3 from Ron Dennis and partnering with Dick Bennetts at the birth of West Surrey Racing (then known as West Surrey Engineering) paved the way for a debut championship success.

“I realised it wasn’t a hobby anymore and I was determined to make Formula 1,” he says. “It was a very good time. I had no funding at all – all the progress I made was from work I did blagging sponsorship here and there, blagging the loan of cars and engines. And when I got to F2 I was paid £10,000 a year to race by Ron Tauranac [Ralt boss]!”

The first season in F2 with Ralt wasn’t spectacular. He took a podium and a pole, but was a distant ninth in the points. “The Bridgestone tyres were just starting and the degradation was quite high,” Palmer explains. “We moved to Michelins for 1983 and I won the championship with six victories from 12.” >>



Winning British F3 in 1981 changed JP’s career outlook

Palmer made his grand prix debut towards the end of 1983 when Williams rewarded him for his test-driving work with a third car for the European Grand Prix at Brands Hatch. But the non-turbo FWo8C was toiling, so a competitive introduction to F1 was not on the cards – though he did join reigning world champion Keke Rosberg in qualifying for the race, unlike the team’s regular second driver Jacques Laffite. Not a bad start.

So how did someone with the 1981 British F3 and 1983 European F2 titles on his CV end up with an F1 career that yielded just 14 points from 82 starts?

“There’s always money involved,” Palmer argues, “the scale is just a lot more now. John Macdonald at RAM always liked a young Brit. He offered me a deal in 1984, despite the fact Ron wanted me to continue in F2 – I said, ‘I’ve got to make it to F1’. So John did me a deal for £250k. I found some bits of sponsorship, got £175k and for the last £75k I told a private investor I’d double the money in three years – and I did. It got me into F1... But that was such a far cry from F2.

“Getting a car as bad as that doesn’t do your confidence any good. We were 10 seconds slower than the front. It was a pretty lonely existence, driving around as a mobile chicane trying to avoid getting in the way and gain some experience.”

Unfortunately for Palmer, the equipment worthy of his record in the junior categories was not exactly forthcoming. Seven races for Zakspeed in 1985 yielded just one finish during a torrid campaign. A catalogue of engine failures blighted his ’86 season too. At least during this phase he was able to earn success in sportscar racing with Porsche, the highlights being victory in the Brands Hatch 1000Km in 1984 (“a nice boost” after a torrid race with RAM three weeks earlier that ended with a breakage-induced shunt at Clearways) and finishing second in the 1985 Le Mans 24 Hours.

A move to Tyrrell in 1987 was an improvement and he scored his first points in F1 with fifth place in Monaco, bagged another fifth in Germany, then recorded his career-best fourth in the season finale in Adelaide.

The following season he finished fifth in Monaco again, a race described by Palmer as “the high point” of his career, to kick off a run of three consecutive points finishes.

“Street circuits were always my forte, partly because I would overthink,” he reckons. “I would think very carefully about the racing and I was pretty intense, which was generally a good thing, but it could become a negative on some fast circuits with big braking, in that I’d overthink and make small mistakes.

“On a street circuit it was just one frantic blur of activity. In ’88 the 017 was a dog, and we went to Monaco with a short-wheelbase car and struggled. I had a gearbox problem and jumped in the spare, which was in long-wheelbase trim. I qualified 10th, which was phenomenal in that car, and I got fifth, which was one of my great performances.”

Unsurprisingly for a driver whose career had been based as much on tenacity as speed, Palmer counts another back-



Marlboro prize test with McLaren put him on F1’s radar

## “Street circuits were always my forte. It was just one frantic blur of activity”

against-the-wall performance among his career highlights.

“When Michele Alboreto joined in 1989, we both ran the old cars in Brazil but the 018 debuted at Imola and Alboreto failed to qualify. He said the car was no good, said it was far too pointy, and I qualified 25th in the old 017.

“On Saturday night Ken [Tyrrell] and Harvey [Postlethwaite] said, ‘Do you want to race the 018? We’re not going to learn any more about the old car’, and I said, ‘Yeah, let’s do it.’

“I jumped in for the first time in warm-up on raceday and it was actually understeering. By the time I’d got the thing balanced, it was pretty good. It had a rollbar break on the out-lap to the grid, so we fixed that, started and came through the field to sixth! The team was absolutely thrilled.

“It was in despair because the big ex-Ferrari driver had said its massive hope bombed on its first outing. Thank God we turned it round – that was a big high.”

Palmer admits “the curtains time was when Jean Alesi came to Tyrrell and was quicker than I was” later that season, and says it scuppered a deal to join Arrows the following year. >>



After a disappointing inaugural campaign, Palmer sewed up the 1983 Euro F2 crown

# Becoming Formula 1's only Class B champion

BRITAIN'S TITLE-FREE RUN between James Hunt's 1976 triumph and Nigel Mansell's success in 1992 remains the nation's longest wait for an F1 world champion – although it did actually pick up an F1 champion in that period.

By winning the 1987 Jim Clark Trophy, Jonathan Palmer has the distinction of being Formula 1's only ever officially recognised Class B champion.

The award was created to give teams not running turbocharged engines something to fight for, and generally featured between four and six qualifiers. That meant at different times Palmer was up against Tyrrell team-mate Philippe Streiff, March's Ivan Capelli,

Larrousse drivers Yannick Dalmas and Philippe Alliot, Nicola Larini at Coloni and AGS's Pascal Fabre and (for a couple of races) Roberto Moreno.

**“I was determined to win it, and I did. It wasn't a walkover”**

Palmer was comfortably the most competitive of that contingent in 1987, taking seven class wins and scoring overall points on three occasions to wind up 11th in the drivers' standings.

“I cared very much,” he

says. “That was the championship I was trying to win and I won it. I was determined to win it, and I did. I'm proud of it.”

“It wasn't a walkover but I won it quite convincingly and that's all I could do at the time.”

There were no official podium presentations for the Class B fight, which Palmer remembers initially as something nobody else probably cared about – before his memory softens.

“I think it was probably seen by everybody with turbo engines as a slight irrelevance at the back of the field!” he says at first. “A sort of consolation title. Maybe I'm being a bit harsh on it. They probably had a vague interest!”

CV

## JONATHAN PALMER IN THE DRIVING SEAT

- 1975-77** Modified Sports Cars
- 1978-80** Formula Ford 1600
- 1981** British Formula 3 champion with West Surrey Engineering
- 1983** European Formula 2 champion with Ralt, 6 wins, 10 podiums, 4 poles; Formula 1 debut with Williams
- 1984** Formula 1 with RAM; Brands Hatch 1000Km winner with RLR Porsche
- 1985-86** Formula 1 with Zakspeed; 2nd in '85 Le Mans 24 Hours with RLR Porsche
- 1987** 11th in Formula 1 with Tyrrell, 7 points; Jim Clark Trophy champion
- 1988** 14th in Formula 1 with Tyrrell, 5 points
- 1989** 25th in Formula 1 with Tyrrell, 2 points
- 1990** Le Mans 24 Hours
- 1991** Le Mans 24 Hours; 7th in BTCC with Prodrive BMW, 66 points





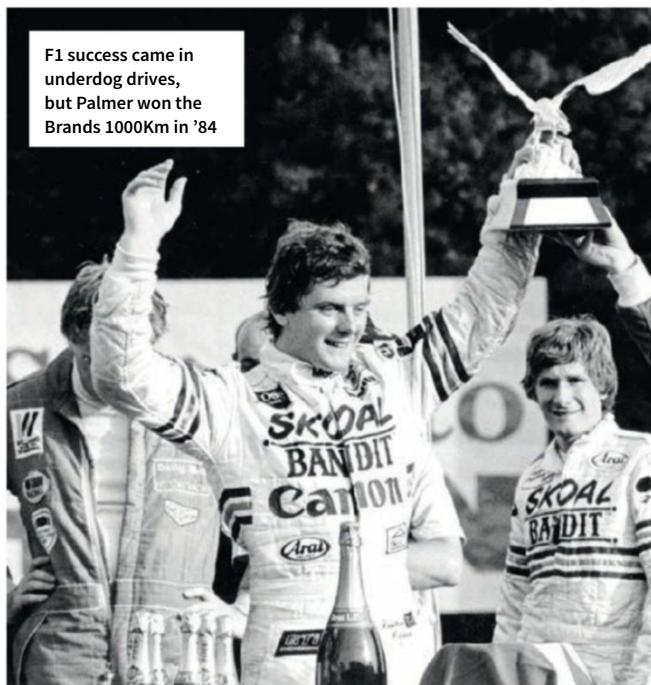
Palmer's Frogeye Sprite was his first racing car



Working with Dick Bennetts brought immediate F3 success



Palmer bowed out of F1 as a racing driver after the 1989 season, his last of three with Tyrrell



F1 success came in underdog drives, but Palmer won the Brands 1000Km in '84



Monaco 1988: drive to fifth for Tyrrell ranks as one of Palmer's "great performances"



As a reward for his testing duties, Palmer made his GP debut with Williams at Brands in '83



Palmer's first full F1 season was in the recalcitrant RAM; here he leads Ayrton Senna



Poor reliability blighted Zakspeed stint

Though his F1 racing career was over, he remained involved via a two-year stint with McLaren as a test driver for its F1 team and road-car division.

“Ron Dennis and I worked very well together. We are both perfectionists and obsessive about achieving things,” he says. “The V10 MP4-5 was the most glorious car. I would go to Japan for three days a month for 18 months. If I could take a Formula 1 car out for enjoyment it would be that.

“On the road-car side, doing 231mph in a prototype was a magical thing and being part of the F1 road-car project was a huge privilege. It wasn't all roses, there were things that weren't right, but the whole McLaren era was great.”

The link goes back further, though. And it's fair to consider his F1 career could have been very different, as his prize McLaren test at Silverstone for winning the Marlboro-backed British F3 title went extremely well – “sensational”, according to *Autosport's* report at the time. He set a time good enough for fourth on the grid for that year's British Grand Prix, and Palmer remembers that Ron Dennis took him back to the McLaren factory that evening to meet John Barnard.

“I would have had a pretty good chance of a race seat in 1982, which would have been the magic break – but Niki Lauda came back out of retirement and took the seat,” says Palmer.

Another opportunity, when Williams and Carlos Reutemann split, was also missed. Palmer says Frank Williams came to the Thruxton Euro F2 round in 1982 to evaluate him, but this was during the difficult season with Bridgestone tyres: “Ron [Tauranac] either wanted to keep me or didn't know how good I was and told him I wasn't really ready for F1, so they took Derek Daly instead.”

To his credit, Palmer doesn't bear a grudge over how his career in the driving seat played out.

“I feel very, very fortunate I got to Formula 1 and I'm satisfied I got there through a combination of ability and sheer determination,” he reflects. “I had reasonable opportunities. I'm not the sort of person that tries to tell people I should have

## “I don't think I was good enough to justify a really top drive, but I'm proud I got there”

been world champion because I don't think I was good enough to justify a really top drive, if I'm being truthful. But I'm proud I got there and stayed there for six years. I gave it my all and made the best use of the talent I had. If luck had gone a bit more my way, I'm sure I could have won some grands prix and got some podiums, but overall I'm pretty happy with my lot there.

“I never saw Formula 1 as being the be-all and end-all of my career; it was also the next step in a level of ambition in my life.”

And, two more Le Mans appearances and an ill-fated stint in the British Touring Car Championship aside, this is where the Palmer of the past 25 years was born.

Ambition and determination are a running theme in Palmer's career. And the road to becoming arguably the most significant individual in the past 20 years of British motorsport, with great success running Brands Hatch, Oulton Park, Snetterton and Cadwell Park, and PalmerSport HQ Bedford Autodrome, is a reward for an F1 career that never really took off.

Palmer left his role with McLaren with no qualifications to go into business, just experience, an idea – and a penchant for the finer details and being hands-on. In the early days he didn't have a choice. In 1991 PalmerSport started with a staff comprising Palmer, a chief mechanic and a personal assistant.

“It pretty much started from a standstill,” he says of the switch from driver to businessman. “I enjoyed the entrepreneurial side of racing – I had to because my whole career was enabled by me hustling for sponsorship, and >>

ALL PICS: LAT



Palmer with Alan Gow – his main rival to the title ‘Britain’s most influential motorsport figure’

doing driving days was quite a big part of it. So I thought I’d develop a business in that area.

“I couldn’t get onto the main circuits, so I found a disused airfield [Bruntingthorpe], rented that for £600 a day, bought three FFords and three rally cars, and rented in some quadbikes and karts.”

Palmer recalls bringing in a quarter of a million in the first year, one spent selling events over the phone in his Sussex office one day, then driving to Bruntingthorpe and doing briefings, hot laps and lunchtime talks the next.

By 1999 PalmerSport was making “six or seven million” a year, and the growth continued. The move from Bruntingthorpe to Bedford, which didn’t open until 1999, took some time. Planning alone was a three-year process for

Palmer – who also had a media career with the BBC as a pitlane reporter then co-commentator in the early ’90s – and his business partners Sir Peter Ogden and John Britton, but its endurance suggests it was worth the time and effort.

By the time Palmer’s business venture had moved home, Formula Palmer Audi was well under way. This side project, creating an affordable junior formula, was not a one-off. Subsequently came Formula 2 and then BRDC Formula 4, which has now become BRDC British Formula 3.

“Looking back on what we did with Formula Palmer Audi, running it all under one roof, that’s certainly a great way to

drive cost down,” he says. “We ran the same concept when we did Formula 2... But sadly, ultimately it was a mistake. It wasn’t the right way forward and we lost money – a substantial amount of money – on both series. But it was a good learning process and that was why when we created BRDC Formula 4 we did it with the conventional approach of running cars, building cars and selling them to teams.”

British motorsport has a lot to thank Palmer for. It’s impossible not to respect him for what he has achieved and

the impact he’s made in this country. A case in point is his work on his race circuits, which goes back to the Octagon group being forced to sell Brands, Oulton, Cadwell and Snetterton due to financial difficulties for its parent company. Palmer convinced his partners to increase their shares to 20

per cent, create MotorSport Vision and make a bid, which was successful after the favourite pulled out. Like him or not, on December 27 2003 – the day the contract was signed – British motorsport changed for the better.

“It was a bit like a garden left overgrown with nobody to care about it,” he recalls of taking ownership of the circuits. “That demotivated the staff, people were a bit half-hearted, and to turn it around took a number of redundancies. I said, ‘I am going to make it successful, it’s going to be hard work, if you don’t want to be part of that then just say so.’

“The early stage was blitzing the circuits, not in terms of

## “I get frustrated and impatient, but it’s all to do things right”

CV

## JONATHAN PALMER IN BUSINESS

- 1991** Founded PalmerSport
- 1996** Bedford Autodrome lease acquired
- 1998** Formula Palmer Audi Championship created
- 1999** Bedford Autodrome opened
- 2003** Justin Wilson Share Issue – initiative that takes Palmer's protege to F1 with Minardi
- 2004** MSV officially formed after late-2003 acquisition of four major circuits
- 2008** British Superbike Championship rights
- 2009** FIA Formula 2; Bedford Autodrome freehold acquired – site size doubled
- 2010** Bedford Aerodrome opens
- 2013** BRDC Formula 4 Championship launched
- 2015** MSV acquires former French airbase

spending silly money on big complexes, but cutting the grass, painting the fences, making it presentable, making the food good, making the toilets clean. Getting some customer service into it. I think people saw a big difference within six months."

Ask Palmer if he feels he and his company get the credit he thinks they deserve and the answer is an honest one. "There are times when you get frustrated because you think MSV is one of the few that sticks its neck out," he says. "We're not spending money, we're sustaining our own funds and investing in championships. We're not a manufacturer but we've done an outstanding job as a company. In some ways we haven't had the recognition we should have done by some quarters. I think part of that comes from some people resenting our size and success."

"If you're not part of an establishment, there may be a little bit of people not liking things changing – ironically in a fast-moving sport like motor racing. Sometimes I think we ought to be given more credit, but the real barometer of success of a championship is the interest from the people that matter."

"It's pretty clear that the standards of MSV circuits have galvanised the other circuits into a bit more action and into trying to improve what they do and make the places better."

Palmer can be a divisive character, and he'll admit as much. "I get frustrated and impatient with things, as most people will tell you," he says, "but it's all part of the process of trying to do things right and trying to be successful. If you do strive to higher standards, things that aren't right and could be right are very frustrating. If you don't get frustrated, you're not going to try hard enough."

His intensity might intimidate some or irk others, but if he had any other approach, his career – and British motorsport – would look very different. ❧



# Life as another racing parent

THE PALMER NAME IS synonymous with junior single-seater racing. Until now, that was because of Jonathan's efforts in running series over almost two decades – Formula Palmer Audi, FIA Formula 2 and BRDC Formula 4. Thanks to sons Jolyon and Will, there's now a slightly different link.

Thanks to elder progeny Jolyon's ascension to Formula 1 with the revived Renault factory team, via the 2014 GP2 title, and BRDC F4 champion Will winning last year's McLaren Autosport BRDC Award, Jonathan is a proud parent to two of Britain's best racing hopefuls.

"It's exciting and it's also very hard work," he says. "I've probably spent too much time helping in the background. But I think for any parent, helping your kids

flourish in an environment that they enjoy and are motivated to strive in is a very satisfying thing."

Before stepping up to GP2 in 2011, Jolyon spent the first four years of his single-seater career racing in his dad's championships.

**"It's hard work. I've probably spent too much time helping"**

Jonathan has "no doubt that has been a handicap". Despite being a race winner in both FPA and F2, Jolyon arrived in GP2 in 2011 undercooked – not just because of the calibre of his previous opposition, but because of the engineering nous that comes with an F3

stint, for example.

"It would have been funny of me to create these championships, provide the best opportunity for young drivers and then not put my own son in it," Jonathan points out.

With Will, a star A-level pupil looking to study engineering at university, things are taking a slightly different direction. Two years in BRDC F4 ended with a rampant title success in 2015 and he's now off to Formula Renault Eurocup with the ART junior team.

"He's very much driving his own career," Jonathan says. "It's not just a case of me saying you're doing this or doing that. I ask him."

"Jolyon and he get on so well – it's an absolute delight to see how close they are. They almost just speak their own sort of language."

# RACE CENTRE

## BLANCPAIN SPRINT CUP • MOTOGP • CIRCUIT OF IRELAND

The winning WRT Audi leads the way



## Belgian Audi crew bou

**BLANCPAIN GT SPRINT CUP**  
**MISANO (I)**  
**APRIL 9-10**  
**ROUND 1/5**

WRT AUDI DUO LAURENS VANTHOOR AND Frederic Vervisch had the fastest car in Saturday evening's qualifying race at Misano and yet failed – through wild good fortune for others – to win the race. But on Sunday afternoon, when they didn't have the quickest machine, they were able to collect full points in the main event of the Blancpain GT Series Sprint Cup opener.

The two races were, more or less, decided in the pits. Vanthoor and Vervisch ended up third on Saturday because the two cars that beat their Audi R8 LMS home pitted at just the right moment during a virtual safety car. On Sunday, their victory had a lot to do with WRT's prowess in changing all four wheels.

The Belgians had looked on course for victory in the Saturday race held under the Misano World Circuit's lights. Audi factory driver Vanthoor raced away from the opposition on a wet-but-drying circuit on rain tyres and was six

seconds up the road by the time the pits opened. WRT then did the job we have come to expect and gained a few more seconds during the stops.

There was no legislating for what happened after the frontrunners, who had all started on wets, had all visited the pits. Andy Soucek in the #8 Bentley and Alexander Sims in the best of the Rowe Racing BMW M6 GT3s had started on slicks and stayed out right to the end of the 10-minute pitstop window. When their stops coincided with the yellows, their respective team-mates, Maxime Soulet and Philipp Eng, found themselves the better part of half a minute up the road from the chasing pack. Vanthoor and Vervisch were never going to be higher than third.

"I came in with a lead of six or seven seconds and we had the quickest pitstop, but we ended up 30s behind," said Vanthoor.

Vervisch spent 11 laps behind Eng's Bimmer in the main event, before he managed to take the lead. Dominik Baumann followed him through almost immediately in the fastest of the HTP Motorsport Mercedes-AMG GT3s, the two cars heading into the pits less than two seconds apart.

Vanthoor was able to resume with six seconds



Soucek/Soulet  
Bentley took lucky  
qually-race win

# nces back

XPB IMAGES



Sims and Eng scooped  
podium double in BMW

XPB IMAGES

over HTP regular Maximilian Buhk. That gap slowly came down and stood at 1.6s when the chequered flag came out after an hour of racing. The maths was simple: Buhk would have had a good third of the race to find a way into the lead had not WRT increased its advantage in the pits.

Buhk wasn't sure that he could have taken the fight to the Audi, reckoning that Vanthoor was managing the gap. The Audi driver begged to differ.

"Honestly, I was 100 per cent on the limit; I wasn't managing anything," he said. "It was a lot hotter than yesterday and there wasn't so much grip, so our balance wasn't so good."

Eng and Sims added to the second place they had claimed on Saturday with third on Sunday, though the second podium owed something to good luck as well. Sims had lost third in the closing stages to a forceful manoeuvre from Felix Rosenqvist's ASP Merc, but regained the position when the car the Swede shared with

**Vanthoor:  
"Honestly,  
I was 100  
per cent on  
the limit"**

Tristan Vautier stopped with fuel-related problems a couple of laps from home.

It was still an amazing haul for a car that had been qualified only 29th by Eng. Slicks was the obvious call in the first race from such a lowly grid position, but Sims reckoned BMW and the team had improved the car through the weekend.

The M-Sport Bentley squad was always planning to start the first race on slicks, but didn't actually have the choice to swap to wets on the car Soucek had qualified ninth. When the team put the car up on its jacks on the grid and attempted to take off the wheels in preparation for the arrival of a warm set of Pirellis from the ovens, the left-rear stuck firm. Nor would it budge 35 minutes or so after, when Soucek handed over to Maxime Soulet. In between times, the #8 Continental GT3 had dropped as low as 27th, only for Soucek to battle his way all the way back to ninth before the pitstops commenced.

An unsuccessful attempt to free the jammed

wheel failed, which meant Soulet resumed with only three new Pirelli slicks just behind Eng. The race went green before they had completed the first sector of their out-lap and the Belgian shot past the M6. He then had his mirrors full of the BMW until gaining some breathing space in traffic with a couple of laps to go.

The Bentley's qualifying race victory wasn't without controversy because BGTS rules demand that all four wheels are changed. The stewards decided that no competitive advantage had been gained – there was in fact a clear disadvantage because the left-rear completed the full race distance – and decided not to penalise Soucek and Soulet, save to levy a €1000 fine. It might have looked like a common-sense decision, but there was disquiet in the paddock. WRT boss Vincent Vosse labelled it "a joke".

"If a mechanic even drops a wheel during the pitstop, you get a drive-through," he said. "The series needs to be run in a professional way and this could open the door to a lot of things."

**GARY WATKINS**

 **P43 FULL RESULTS**



# Marquez can't stop enjoying Ameri

**MOTOGP**  
**AUSTIN (USA)**  
**APRIL 10**  
**ROUND 3/18**

AS UNDERSTATEMENTS GO, MARC MARQUEZ delivered a gem in the Thursday press conference before Austin's MotoGP race, when asked about his record in the States. "It's a good country for me. Normally I do a good race," he said.

A more accurate second half of the comment would have actually been: "I always win".

Some competitors develop an affinity with a venue over a long period of time, with prolonged success often defining a career. Sometimes a streak is short-lived, aided by a particular style, chosen machinery's performance characteristics or friendly set of regulations.

But few competitors in any form of motorsport could match Marquez's record in the land of the free. Across three different venues – Circuit of the Americas, Indianapolis and Laguna Seca – Marquez was unbeaten in the US as he returned for the third round of the 2016 MotoGP season, with seven wins from seven premier-class starts accompanied by two from two in Moto2.

"In 2013, in the pre-season we came here for a test and I found the good lines quickly," Marquez said of Austin's Circuit of the Americas.

"Always I say that, for me, the left corners are better than right ones and here we have more left corners. This is one point. Also we are strong in

the brake points, strong in change of direction. We will see this year how we can manage all of these things because already last year, [Andrea] Dovizioso and Valentino [Rossi] were closer to me, but anyway I feel comfortable."

As it was, Marquez had good reason to feel comfortable. Other than Jorge Lorenzo surprising himself in qualifying to get within 0.069 seconds of pole, nobody really got close to the two-time world champion, as the Honda star made it 10 wins from 10 in the US.

When the race started, Lorenzo nosed ahead at Turn 1, but overshot slightly, letting Marquez back past. The Yamaha rider again had the ascendancy into Turn 11 later in the lap, but again it was shortlived. The only man potentially capable of stopping Marquez fell to third and, by the time Lorenzo got back past Dovizioso's Ducati and into second place, Marquez was two seconds up the road.

Having opted for the soft front tyre, with his rivals on the medium compound, Marquez set a blinding pace at the front, only lapping above the 2m05s barrier three times inside the first 10 flying laps. Even then, it was by less than a tenth each time.

The killer blow came on lap 11 – a 2m04.682s, which would remain the fastest lap. It was 1.2s faster than Lorenzo managed and pushed the gap from four to five seconds in one hit. It eventually got out to eight seconds, before Marquez backed off on the last lap for a final margin of six, that

softer front tyre well past its best.

"I had a question [on tyre choice] because I knew at the end of the race it would be on the limit," he said. "But I used the soft one and I tried to use this potential in the beginning of the race, tried to take this profit to open this gap, and then I kept pushing during all of the laps because I didn't know when the drop would arrive. We finished in the limit with the front tyre, but it was enough, the distance that we got in the beginning of the race, to use on the last laps."

Lorenzo lamented a braking issue early in the race with a full fuel load, which meant he "couldn't stop the bike", and which contributed to his two errors on the opening lap as he tried desperately to stop Marquez taking the lead. But in the end, after crashing out of the race in Argentina seven days earlier, second was not a bad outcome, and he returns to Europe second in the standings, 21 points behind Marquez.

"Today, like the last four years in this track, Marc made the difference," Lorenzo acknowledged. "We couldn't stay with him."

"Last year we flew from here with 29 points of disadvantage [in the championship], and now it's only 21, and we have the feeling that maybe in Europe we can make the difference with the Michelin tyres and these electronics, so let's see if the theory matches the reality."

The first half of the race was littered with crashes. First it was Valentino Rossi, coming unstuck at Turn 2 on just the third lap, having

Marquez leads (left to right) Lorenzo, Rossi and Dovizioso



# can dream

dropped from the front row to sixth early with a clutch problem. The Italian was fighting Dani Pedrosa, who lost the front end of his Honda under braking at Turn 1 four laps later, his bike sliding up the road and collecting an unsuspected Dovizioso, who was fortunate not to be seriously injured. Before remounting, Pedrosa rushed to check on Dovizioso by the side of the circuit, and wasted no time in admitting his mistake.

That classy response does not change the fact that, for the second time in a week, Dovizioso had been taken out of a race by another rider while running inside the top three. But his Austin misfortune helped the villain of Argentina, his Ducati team-mate Andrea Iannone, grab the final podium position. Iannone admitted he “needed” the result, after also crashing out of the lead pack in Qatar amid a run of five DNFs in six races.

Suzuki was a little bit off the pace Maverick Vinales showed in the first two rounds, but still recorded its best results since returning to MotoGP at the start of 2015, with Vinales fourth and team-mate Aleix Espargaro fifth, while Brit Scott Redding was the lead satellite rider in sixth. It was another tough weekend for Cal Crutchlow, who fell while pressuring Redding and dropped to 16th, with Bradley Smith following him off the road and eventually over the line in 17th, ending his run of 26 consecutive points finishes.

**MITCHELL ADAM**

P43 FULL RESULTS



Matsuda took the flag in front

## Nissan boys still on top

**SUPER GT  
OKAYAMA (J)  
APRIL 10  
ROUND 1/8**

NISMO PAIRING RONNIE QUINTARELLI and Tsugio Matsuda showed little sign of relinquishing their champion status in 2016 by taking victory in the opening round.

Ryo Hirakawa, who will compete in the European Le Mans Series this season, went under the qualifying lap record by 0.88 seconds to take pole position in the TOM'S Lexus he shares with James Rossiter.

Rossiter took the start of the race and the Briton led throughout the first stint, while Quintarelli hunted down the Team Le Mans Lexus of Andrea Caldarelli and eventually emerged atop an all-Italian battle.

Rossiter made an early stop to hand over to Hirakawa, and 10 laps later the NISMO crew

did a super-quick tyre change and refuel – seven seconds faster than TOM'S – and the Nissan emerged in front in the hands of Matsuda. Hirakawa, his tyres having picked up marbles, only just held onto second from the MOLA Nissan of Katsumasa Chiyo.

**JIRO TAKAHASHI**

### RESULTS

**1 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R)**, 82 laps in 1h56m22.730s; 2 James Rossiter/Ryo Hirakawa (Lexus RC F), +15.334s; 3 Satoshi Motoyama/Katsumasa Chiyo (Nissan); 4 Kazuya Oshima/Andrea Caldarelli (Lexus); 5 Hironobu Yasuda/Joaõ Paulo de Oliveira (Nissan); 6 Yuji Tachikawa/Hiroaki Ishiura (Lexus); 7 Heikki Kovalainen/Kohei Hirate (Lexus); 8 Daisuke Ito/Nick Cassidy (Lexus); 9 Yuhi Sekiguchi/Yuji Kunimoto (Lexus); 10 Naoki Yamamoto/Takuya Izawa (Honda NSX Concept-GT).

**Points 1 Quintarelli/Matsuda, 20; 2 Rossiter/Hirakawa, 16; 3 Chiyo/Motoyama, 11; 4 Caldarelli/Oshima, 8; 5 de Oliveira/Yasuda, 6; 6 Tachikawa/Ishiura, 5.**

## Breen hangs on at home

**EUROPEAN/BRITISH RALLY CHAMPIONSHIP  
CIRCUIT OF IRELAND (GB)  
APRIL 7-9  
EURO ROUND 2/10 & BRITISH ROUND 2/7**

CRAIG BREEN SURVIVED LATE TYRE drama to win the Circuit of Ireland Rally after Elfyn Evans retired early on.

World Rally Championship driver Breen, who secured a one-off drive on his home event with a Citroen DS3 R5, had a lead as large as 36.1s on Friday, but the concluding stage caught out many, including Breen, who pirouetted. That cut the lead to just over 20s to reigning European Rally Champion Kajetan Kajetanowicz, who was visibly committed on the stages but would have to push hard to overturn Breen on the final day.

The Pole's job was almost done for him when Breen selected the wrong tyres for the

morning's stages. As the second loop commenced the gap was down to 10.4s, and two stages into the run Breen hit a rock, causing a puncture. He only had one spare, setting up a thrilling two-stage decider, with Kajetanowicz's Fiesta less than 6s behind.

The Irishman dug deep and doubled the gap on the penultimate stage to win a difficult rally, becoming the seventh double-winner of the event.

Evans retired on SS3 with a broken alternator belt, after being over 12s in the lead after just two stages. He rejoined in Rally2 and was quickest on six of seven tests he completed. Alastair Fisher – nephew of the famous Irish Tarmac legend Bertie – completed the podium with an assured drive, while Josh Moffett took his maiden BRC win after an eventful rally.

**JACK BENYON**

### RESULTS

**1 Craig Breen/Scott Martin (Citroen DS3 R5)**, 1h54m16.1s; 2 Kajetan Kajetanowicz/Jaroslav Baran (Ford Fiesta R5), +10.6s; 3 Alastair Fisher/Gordon Noble (Ford); 4 Josh Moffett/John Rowan (Ford); 5 Jonathan Greer/Kirsty Riddick (Citroen); 6 David Bogie/Kevin Rae (Skoda Fabia R5).

**European points 1 Kajetanowicz, 60; 2 Alexey Lukyanuk, 38; 3 Breen, 38; 4 Luis Monzon, 25; 5 Fisher, 23; 6 Jonathan Perez, 20. British points 1 Elfyn Evans, 50; 2 Moffett, 30; 3 Greer, 18; 4= Tom Cave & David Bogie, 18; 6 Fredrik Ahlin, 15.**



Breen in the emerald green

# IN BRIEF

## MOTO2

Brit Sam Lowes moved into the points lead with a second place at Austin. Lowes, who will graduate to MotoGP next year with Aprilia, finished behind Alex Rins, with reigning champion Johann Zarco third.

## MOTO3

Valentino Rossi protege Romano Fenati claimed his first win of 2016 at Austin. Fenati took the lead when Jorge Navarro overshot Turn 1 on lap eight, and won by six seconds. Brad Binder raced from 12th to third to keep the points lead.

## ITALIAN FORMULA 4

Mick Schumacher won his two heats in the series opener at Misano, but the Prema driver stalled at the start of the final. Argentinian Marcos Siebert took honours in his Jenzer car from top rookie Juri Vips and Raul Guzman, who had won the third heat. Schumacher recovered to fifth – fourth after Kush Maini was given a penalty.

## BLANCPAIN GT SPORTS CLUB

Mario Cordoni won at Misano in his AF Corse Ferrari in the new amateur-themed series, after passing the Ferrari of qualifying race winner Nicolas Misslin.

## JAPANESE FORMULA 4

Shintaro Kawabata dominated the opening round at Okayama, winning both races. Sena Sakaguchi and Yuta Uemura each scored a second place.

## BRAZILIAN FORMULA 3

Carlos Cunha leads the points after winning the first race at Velopark and finishing second in the other. But the top driver was Matheus Iorio. He was leading by nine seconds when his gearbox broke in race one, and he stormed from 12th on the grid to win the second race.

## SUPER TC2000

Matias Rossi returned Toyota Team Argentina to victory lane at Rosario, leading all the way in the final aboard his Corolla. Agustin Canapino (Chevrolet Cruze) gave Rossi a good run for his money, with Matias Milla (Toyota Corolla) claiming his first podium with a strong third place, despite the efforts of Renault racer Leonel Pernia.



Busch is mostly hidden as he works his way past Truex

## NASCAR SPRINT CUP TEXAS MOTOR SPEEDWAY (USA) APRIL 9 ROUND 7/36

MARTIN TRUEX JR CAN ADD Texas to his list of missed opportunities in a tight season where booking an early ticket for the Chase could prove more crucial than ever.

Quick in practice and with only a storming lap from Carl Edwards denying him pole, Truex proved the speed was no fluke. The pair traded places for the majority of the rain-delayed race until Edwards's pit crew faltered late on.

The path seemed clear for the Furniture Row Toyota driver to cruise to victory, but a questionable decision not to pit and cover off his

rivals with fresh tyres at the final caution cost him the win.

Kyle Busch, largely anonymous until then, took advantage of the grip and powered past on the outside at the restart to snatch an unlikely victory in his Joe Gibbs Racing Toyota as Truex slumped to sixth.

The Hendrick Motorsports pairing of Dale Earnhardt Jr and Jimmie Johnson brilliantly fought back to finish second and fourth. Both had been a constant threat in the top five throughout, but stops under green just before the fourth caution had sent them back.

Team Penske's Joey Logano was third, while rookie Chase Elliott continued to show why he's one to watch after fighting from dead last due to a transmission change prior

to the start of the race, finishing an impressive fifth. Austin Dillon triggered the final caution when he got into the wall and collected 13 cars as he speared back across the track.

### RESULTS

**1 Kyle Busch (Toyota Camry)**, 334 laps in 3h37m16s; 2 Dale Earnhardt Jr (Chevrolet SS), +3.904s; 3 Joey Logano (Ford Fusion); 4 Jimmie Johnson (Chevy); 5 Chase Elliott (Chevy); 6 Martin Truex Jr (Toyota); 7 Carl Edwards (Toyota); 8 Kasey Kahne (Chevy); 9 Kurt Busch (Chevy); 10 Kevin Harvick (Chevy). **Chase grid 1 Kyle Busch, 2 wins/259 points;** 2 Johnson, 2/253; 3 Harvick, 1/252; 4 Denny Hamlin, 1/201; 5 Brad Keselowski, 1/201; 6 Edwards, 0/241; 7 Logano, 0/234; 8 Earnhardt, 0/211; 9 Kurt Busch, 0/208; 10 Austin Dillon, 0/198; 11 Truex, 0/187; 12 Matt Kenseth, 0/171; 13 Jamie McMurray, 0/171; 14 Elliott, 0/168; 15 AJ Allmendinger, 0/166; 16 Kahne, 0/161.

# It's good for Bueno, and for Serra

## V8 STOCK CARS VELOPARK (BR) APRIL 10 ROUND 2/12

CACA BUENO SCORED A SUPERB victory in the main race to lead Daniel Serra in a Red Bull Racing one-two, but it's Serra who leads the points after taking a superior result in the reversed-grid race.

Bueno took an emphatic pole, beating Serra by 0.295s over the 1.415-mile circuit, and completed the job by keeping his team-mate at bay, while Marcos Gomes settled for third after fruitlessly attempting to join the leading duo.

Ex-GP2 racer Diego Nunes was 10th in the opening race, giving him



Bueno leads from Serra

reversed-grid pole. A good start allowed him to hold off intense pressure from Valdeno Brito, with Atila Abreu in third.

Serra improved from ninth on the grid to sixth, taking it easier after main rivals Bueno and Gomes were involved in a multiple spin in the early stages. Bueno recovered to a hard-fought 11th position.

### LITO CAVALCANTI

### RESULTS

**Race 1 1 Caca Bueno (Chevrolet Cobalt)**, 44 laps in 43m47.088s; 2 Daniel Serra (Chevy), +1.327s; 3 Marcos Gomes (Peugeot 407); 4 Felipe Fraga (Peugeot); 5 Max Wilson (Chevy); 6 Rubens Barrichello (Chevy). **Race 2 1 Diego Nunes (Peugeot)**, 22 laps in 22m46.504s; 2 Valdeno Brito (Chevy), +0.318s; 3 Atila Abreu (Chevy); 4 Fraga; 5 Barrichello; 6 Serra. **Points 1 Serra, 37;** 2 Bueno, 34; 3 Fraga, 31; 4 Nunes, 29; 5 Gomes, 29; 6 Abreu, 29.

# RESULTS ROUND-UP

## BLANCPAIN GT SPRINT CUP

### ROUND 1/5, MISANO (I), APRIL 9-10

#### MAIN RACE (38 LAPS – 99.785 MILES)

1	<b>Frederic Vervisch</b> (B)/ <b>Laurens Vanthoor</b> (B) <i>WRT Audi R8 LMS</i>	<b>1h00m50.289s</b>
2	<b>Dominik Baumann</b> (A)/ <b>Maximilian Buhk</b> (D) <i>HTP Motorsport Mercedes-AMG GT3</i>	+1.626s
3	<b>Philipp Eng</b> (A)/ <b>Alexander Sims</b> (GB) <i>Rowe Racing BMW M6 GT3</i>	+23.374s
4	<b>Rob Bell</b> (GB)/ <b>Alvaro Parente</b> (P) <i>Garage 59 McLaren 650S GT3</i>	+30.611s
5	<b>Frank Stippler</b> (D)/ <b>Filip Salaquarda</b> (CZ) <i>ISR Audi R8 LMS</i>	+39.485s
6	<b>Marco Seefried</b> (D)/ <b>Norbert Siedler</b> (A) <i>Rinaldi Racing Ferrari 458 Italia GT3</i>	+52.368s
7	<b>Jules Szymkowiak</b> (NL)/ <b>Bernd Schneider</b> (D) <i>HTP Motorsport Mercedes-AMG GT3</i>	+52.693s
8	<b>Enzo Ide</b> (B)/ <b>Christopher Mies</b> (D) <i>WRT Audi R8 LMS</i>	+53.542s
9	<b>Raffaele Giammaria</b> (I)/ <b>Ezequiel Perez Companc</b> (RA) <i>AF Corse Ferrari 458 Italia GT3</i>	+55.019s
10	<b>Daniel Zampieri</b> (I)/ <b>Patric Niederhauser</b> (CH) <i>Attempto Racing Lamborghini Huracan GT3</i>	+59.721s
11	<b>Maxime Soulet</b> (B)/ <b>Andy Soucek</b> (E) <i>Bentley Team M-Sport Bentley Continental GT3</i>	+1m00.857s
12	<b>Mirko Bortolotti</b> (I)/ <b>Nicolas Pohler</b> (D) <i>GRT Grasser Racing Team Lamborghini Huracan GT3</i>	+1m12.994s
13	<b>Michal Broniszewski</b> (PL)/ <b>Giacomo Piccini</b> (I) <i>Kessel Racing Ferrari 488 GT3</i>	+1m14.789s
14	<b>Alex Buncombe</b> (GB)/ <b>Mitsunori Takaboshi</b> (J) <i>Nissan GT Academy Team RJN Nissan GT-R Nismo</i>	+1m18.586s
15	<b>Nicolaj Moller Madsen</b> (DK)/ <b>Markus Pommer</b> (D) <i>Phoenix Racing Audi R8 LMS</i>	+1m19.059s
16	<b>Romain Monti</b> (F)/ <b>Edward Sandstrom</b> (S) <i>Sainteloc Racing Audi R8 LMS</i>	+1m19.495s
17	<b>Vincent Abril</b> (F)/ <b>Steven Kane</b> (GB) <i>Bentley Team M-Sport Bentley Continental GT3</i>	+1m19.897s
18	<b>Stuart Leonard</b> (GB)/ <b>Michael Meadows</b> (GB) <i>WRT Audi R8 LMS</i>	+1m20.283s
19	<b>Clemens Schmid</b> (A)/ <b>Jazeman Jaafar</b> (MAL) <i>HTP Motorsport Mercedes-AMG GT3</i>	+1m23.368s
20	<b>Max van Splunteren</b> (NL)/ <b>Jeroen Mul</b> (NL) <i>Attempto Racing Lamborghini Huracan GT3</i>	+1m25.386s
21	<b>Rodrigo Baptista</b> (BR)/ <b>Filipe Albuquerque</b> (P) <i>WRT Audi R8 LMS</i>	+1m26.735s
22	<b>Dries Vanthoor</b> (B)/ <b>Robin Frijns</b> (NL) <i>WRT Audi R8 LMS</i>	-1 lap
23	<b>Michele Beretta</b> (I)/ <b>Luca Stolz</b> (D) <i>GRT Grasser Racing Team Lamborghini Huracan GT3</i>	-1 lap
24	<b>Jean-Luc Beaubelique</b> (F)/ <b>Morgan Moullin Traffort</b> (F) <i>Akka ASP Mercedes-AMG GT3</i>	-1 lap
25	<b>Matias Henkola</b> (FIN)/ <b>Maxime Martin</b> (B) <i>Boutsens Ginion Racing BMW M6 GT3</i>	-1 lap
26	<b>Martin Plowman</b> (GB)/ <b>Craig Dolby</b> (GB) <i>Garage 59 McLaren 650S GT3</i>	-1 lap
27	<b>Niki Mayr-Melnhof</b> (A)/ <b>Markus Winkelhock</b> (D) <i>Phoenix Racing Audi R8 LMS</i>	-1 lap
28	<b>Ricardo Sanchez</b> (MEX)/ <b>Sean Walkinshaw</b> (GB) <i>Nissan GT Academy Team RJN Nissan GT-R Nismo</i>	-1 lap
29	<b>Stef Dusseldorp</b> (NL)/ <b>Nicky Catsburg</b> (NL) <i>Rowe Racing BMW M6 GT3</i>	-1 lap
30	<b>Claudio Sdanewitsch</b> (D)/ <b>Stephane Lemeret</b> (B) <i>AF Corse Ferrari 458 Italia GT3</i>	-1 lap
31	<b>Didi Gonzales</b> (D)/ <b>Sebastian Asch</b> (D) <i>Team a-workx Porsche 911 GT3-R</i>	-1 lap
32	<b>Tristan Vautier</b> (F)/ <b>Felix Rosenqvist</b> (S) <i>Akka ASP Mercedes-AMG GT3</i>	36 laps-fuel pressure
33	<b>Laurent Jenny</b> (CH)/ <b>Cedric Leimer</b> (CH) <i>X-Technology Lamborghini Huracan GT3</i>	-2 laps
34	<b>Christian Hook</b> (D)/ <b>Steve Parrow</b> (D) <i>Rinaldi Racing Ferrari 458 Italia GT3</i>	-2 laps
35	<b>Marlon Stockinger</b> (RP)/ <b>Franck Perera</b> (F) <i>ISR Audi R8 LMS</i>	-5 laps
36	<b>Will Stevens</b> (GB)/ <b>Rene Rast</b> (D) <i>WRT Audi R8 LMS</i>	22 laps-DNF
37	<b>Stefan Rosina</b> (SK)/ <b>Jeroen Bleekemolen</b> (NL) <i>GRT Grasser Racing Team Lamborghini Huracan GT3</i>	14 laps-gearbox
R	<b>Mike Parisy</b> (F)/ <b>Christopher Haase</b> (D) <i>Sainteloc Racing Audi R8 LMS</i>	0 laps-DNF
NS	<b>Davide Valsecchi</b> (I)/ <b>Jack Falla</b> (GB) <i>Attempto Racing Lamborghini Huracan GT3</i>	

Winner's average speed 98.410mph. In each car, first-named driver started the race.

Fastest lap Rosenqvist, 1m33.190s, 101.441mph.

#### QUALIFYING RACE (33 LAPS – 86.655 MILES)

1 Soucek/Soulet, 1h00m31.683s; 2 Sims/Eng, +2.966s; 3 L Vanthoor/Vervisch, +32.176s; 4 Frijns/D Vanthoor, +34.930s; 5 Buhk/Baumann, +35.346s; 6 Siedler/Seefried, +36.244s; 7 Rosenqvist/Vautier, +1m07.608s; 8 Salaquarda/Stippler, +1m11.153s; 9 Parente/Bell, +1m15.936s; 10 Catsburg/Dusseldorp, +1m22.581s; 11 Haase/Parisy, +1m23.792s; 12 Perez Companc/Giammaria, +1m25.462s; 13 Mies/Ide, +1m31.347s; 14 Rast/Stevens, +1m39.648s; 15 Winkelhock/Mayr-Melnhof, +1m40.850s; 16 Stolz/Beretta, -1 lap; 17 Takaboshi/Buncombe, -1 lap; 18 Niederhauser/Zampieri, -1 lap; 19 Pommer/Moller Madsen, -1 lap; 20 Kane/Abril, -1 lap; 21 Mul/van Splunteren, -1 lap; 22 Falla/Valsecchi, -1 lap; 23 Piccini/Broniszewski, -1 lap; 24 Walkinshaw/Sanchez, -1 lap; 25 Martin/Henkola, -2 laps; 26 Sandstrom/Monti, -2 laps; 27 Moullin Traffort/Beaubelique, -2 laps; 28 Parrow/Hook, -2 laps; 29 Asch/Gonzales, -3 laps; 30 Lemeret/Sdanewitsch, -3 laps; 31 Perera/Stockinger, 28 laps-spin; 32 Leimer/Jenny, -5 laps; 33 Albuquerque/Baptista, 25 laps-DNF; 34 Bleekemolen/Rosina, 24 laps-accident; 35 Dolby/Plowman, -9 laps; 36 Meadows/Leonard, 23 laps-spin; 37 Schneider/Szymkowiak, -11 laps; 38 Pohler/Bortolotti, 15 laps-DNF; NS Jaafar/Schmid, engine.

Winner's average speed 85.899mph. In each car, first-named driver started the race.

Fastest lap Bell, 1m35.955s, 98.518mph.

#### QUALIFYING

Q3 1 L Vanthoor, 1m33.262s; 2 Parente, 1m33.277s; 3 Siedler, 1m33.504s; 4 Frijns, 1m33.518s; 5 Piccini, 1m33.560s; 6 Winkelhock, 1m33.619s; 7 Buhk, 1m33.652s; 8 Rosenqvist, 1m33.770s; 9 Soucek, 1m33.771s; 10 Mies, 1m33.813s; 11 Perera, 1m33.851s; 12 Meadows, 1m33.964s; 13 Haase, 1m33.967s; 14 Pommer, 1m34.152s; 15 Salaquarda, 1m34.233s; 16 Stevens, 1m34.370s; 17 Schneider, 1m34.458s; 18 Albuquerque, 1m38.941s; 19 Moullin Traffort, no time.

Q1/2 20 Jaafar, 1m34.214s; 21 Giammaria, 1m34.398s; 22 Bortolotti, 1m34.512s; 23 Niederhauser, 1m34.513s; 24 Sandstrom, 1m34.537s; 25 Martin, 1m34.639s; 26 Catsburg, 1m34.671s; 27 Mul, 1m34.699s; 28 Abril, 1m34.724s; 29 Takaboshi, 1m34.831s; 30 Sims, 1m34.858s; 31 Dolby, 1m34.898s; 32 Stolz, 1m35.108s; 33 Rosina, 1m35.141s; 34 Sanchez, 1m35.667s; 35 Asch, 1m36.038s; 36 Valsecchi, 1m36.333s; 37 Jenny, 1m36.985s; 38 Hook, 1m37.035s; 39 Lemeret, 1m34.986s\*. \* grid penalty.

#### CHAMPIONSHIP

1 L Vanthoor/Vervisch, 30; 2 Sims/Eng, 21; 3 Buhk/Baumann, 20; 4 Bell/Parente, 12; 5 Stippler/Salaquarda, 10; 6 Siedler/Seefried, 9; 7 Soucek/Soulet, 8; 8 Schneider/Szymkowiak, 6; 9 Mies/Ide, 4; 10 Frijns/D Vanthoor, 3.

## MOTOGP

### ROUND 3/18, AUSTIN (USA), APRIL 10 (21 LAPS – 71.938 MILES)

1	<b>Marc Marquez</b> (E) <i>Honda</i>	<b>43m57.945s</b>
2	<b>Jorge Lorenzo</b> (E) <i>Yamaha</i>	+6.107s
3	<b>Andrea Iannone</b> (I) <i>Ducati</i>	+10.947s
4	<b>Maverick Vinales</b> (E) <i>Suzuki</i>	+18.422s
5	<b>Aleix Espargaro</b> (E) <i>Suzuki</i>	+20.711s
6	<b>Scott Redding</b> (GB) <i>Pramac Ducati</i>	+28.961s
7	<b>Pol Espargaro</b> (E) <i>Tech3 Yamaha</i>	+32.112s
8	<b>Michele Pirro</b> (I) <i>Pramac Ducati</i>	+32.757s
9	<b>Hector Barbera</b> (E) <i>Avintia Ducati</i>	+34.592s
10	<b>Stefan Bradl</b> (D) <i>Aprilia</i>	+40.211s
11	<b>Alvaro Bautista</b> (E) <i>Aprilia</i>	+45.423s
12	<b>Eugene Laverty</b> (IRL) <i>Aspar Ducati</i>	+47.127s
13	<b>Tito Rabat</b> (E) <i>Marc VDS Honda</i>	+47.426s
14	<b>Yonny Hernandez</b> (CO) <i>Aspar Ducati</i>	+51.190s
15	<b>Loris Baz</b> (F) <i>Avintia Ducati</i>	+1m12.929s
16	<b>Cal Crutchlow</b> (GB) <i>LCR Honda</i>	+1m19.252s
17	<b>Bradley Smith</b> (GB) <i>Tech3 Yamaha</i>	+1m28.036s
R	<b>Daniel Pedrosa</b> (E) <i>Honda</i>	11 laps-crash
R	<b>Andrea Dovizioso</b> (I) <i>Ducati</i>	6 laps-crash
R	<b>Valentino Rossi</b> (I) <i>Yamaha</i>	2 laps-crash
NS	<b>Jack Miller</b> (AUS) <i>Marc VDS Honda</i>	crash

Winner's average speed 98.174mph.

Fastest lap Marquez, 2m04.682s, 98.909mph.

#### QUALIFYING 2

1 Marquez, 2m03.188s; 2 Lorenzo, 2m03.257s; 3 Rossi, 2m03.644s; 4 Iannone, 2m03.913s; 5 Vinales, 2m04.247s; 6 Crutchlow, 2m04.265s; 7 Dovizioso, 2m04.339s; 8 Pedrosa, 2m04.379s; 9 A Espargaro, 2m04.408s; 10 Redding, 2m04.485s; 11 Smith, 2m04.988s; 12 Baz, 2m05.159s.

#### QUALIFYING 1

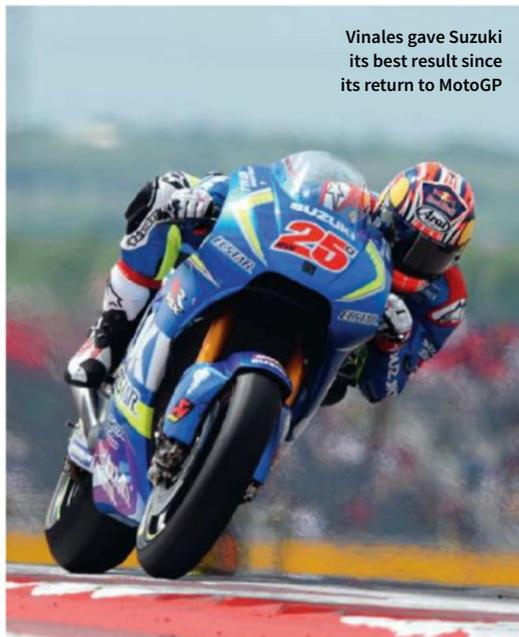
1 Smith, 2m04.740s; 2 A Espargaro, 2m04.849s; 3 P Espargaro, 2m04.867s; 4 Barbera, 2m04.944s; 5 Laverty, 2m05.425s; 6 Bradl, 2m05.625s; 7 Pirro, 2m05.702s; 8 Hernandez, 2m06.029s; 9 Bautista, 2m06.049s; 10 Rabat, 2m06.562s.

#### RIDERS' CHAMPIONSHIP

1 Marquez, 66; 2 Lorenzo, 45; 3 Rossi, 33; 4 P Espargaro, 28; 5 Pedrosa, 27; 6 Barbera, 25; 7 Dovizioso, 23; 8 Vinales, 23; 9 Laverty, 21; 10 A Espargaro, 21.

#### MANUFACTURERS' CHAMPIONSHIP

1 Honda, 66; 2 Yamaha, 65; 3 Ducati, 49; 4 Suzuki, 28; 5 Aprilia, 18.



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## Doubt for Circuit of Wales after setback

THE FUTURE OF THE CIRCUIT OF Wales hinges on a revised financial model proposed to the Welsh government last week.

The CoW developer, the Heads of the Valleys Development Company, had attracted insurance giant Aviva to invest in the £357 million project and hoped to finalise the deal last month.

Last week Welsh economy minister Edwina Hart stunned the HotVDC by revealing that, after seeking legal advice, the government would not underwrite this project. It is understood that Aviva had projected a modest £13m profit for each year of a 33-year lease, and the HotVDC wanted the government to guarantee against any shortfall.

“It is important to remember that this project started as being one that would be fully funded in the private sector risk capital, without the need for a government guarantee,” said Hart.

“We have considered a guarantee of 80 per cent, which may have reduced our risk to an acceptable level, but the circuit has not been able to secure any real private risk capital, so this option has not been possible.”

But last Thursday HotVDC chief executive Michael Carrick said it would go ahead with new proposals, which are understood to be at 80 per cent or less.

Hart’s statement came at the end of the Welsh Labour government’s current term, with the local elections coming up in May. That has delayed the process by up to eight weeks, because a decision on the new offer from HotVDC is not possible until the next government is formed.

It is a crucial stage for the development, which is now unlikely to be ready to host the British MotoGP round in 2018. The Circuit of Wales secured a five-year deal to host the event from 2015-19, with Silverstone brought

in as a replacement venue for the first two years of that arrangement.

This setback means that even if the green light is given to start the estimated 24-month construction process by the end of this May, it still needs to host practice events and acquire FIM approval before it can welcome MotoGP.

It is unknown what the consequences of the government rejecting the new deal would be, or whether the project would be able to attain a new backer if Aviva walked away as a result.

Carrick said: “We respect and understand the Minister’s decision on a 100 per cent guarantee. While this was our clear preference and reflective of the negotiations we have held over the past six months, we accept the project will need to continue on revised terms.

“We will continue to work with all parties to advance the development on revised terms acceptable to all parties.”

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**MX-5**

# MX-5 aces vie for Laguna race

COMPETITORS IN THREE UK MAZDA MX-5 SERIES will get the chance to win a race in a fourth-generation MX-5 Global Cup car at Laguna Seca in September.

The championship leaders at the end of May in the BRSCC's MX-5 Championship and MX-5 Supercup, along with the 750 Motor Club's MX-5 Cup, will take part in a European run-off in July at Barcelona to compete for three places in the Global Cup race.

BRSCC competitions manager Dominic Ostrowski said: "The BRSCC is delighted to support the MX-5 Global Cup prize drive scheme. The club is proud to run two very competitive MX-5 championships and the opportunity to go to Barcelona, and then hopefully onto the Global Cup race at Mazda Raceway [Laguna Seca], will raise the bar in

our Mk1 and Mk3 series even further. The drivers will be fighting tooth and nail to get on that plane."

The 750MC's Giles Groombridge added: "The prize is a unique opportunity and we are sure that the chance to be on the grid at Mazda Raceway will enhance what is already a hugely competitive series."

Tom Roche, who currently leads the Mk1 MX-5 Championship, said: "It's a great idea and most of all it's nice to see a manufacturer recognising the strength of club racing. The numbers in both the Mk1 MX-5s and Supercup are strong so there will be a lot of competition for the shootout spot, so whoever gets it will have earned it."

"It's definitely something to aim for and adds that bit of extra value to the series."

**GERMAN CARRERA CUP**

## YELLOLY MAKES SWITCH TO PORSCHE

FORMULA RENAULT 3.5 and GP3 race winner Nick Yelloly has made a career switch to race in the German Carrera Cup.

The 25-year-old from Birmingham makes his debut in this weekend's series opener at Oschersleben with Project 1, the team that carried Philipp Eng to Carrera Cup and Supercup title glory last season.

Eng's switch to GT3 with BMW left a seat available at Project 1.

"It came about through iSport GP2 engineer Richard Selwin [who has been working with Project 1]," said Yelloly. "We spoke a couple of weeks ago and he said there was a chance to test."

Yelloly got his first taste of the car last week with two days, one at Oschersleben and the other at Zandvoort.

"It was the first time I've driven a racecar with a roof," he said. "But I got on top of it quickly."

"I'm very thankful to Hans [Project 1 boss Hans-Bernd Kamps] for giving me the opportunity to drive. I'm making the move into GT because I want a career in the sport - I don't want to keep paying out and not get a return. And to be part of the Porsche family is a great thing"

Yelloly, who could also contest some Supercup rounds, will continue his simulator work for the Force India F1 team.

**BRITISH F3**

## New deal hands Sowery full season with Lanan

BRDC BRITISH FORMULA 3 title contender Toby Sowery will complete the full season this year with Lanan Racing.

The McLaren Autosport BRDC Award finalist's initial agreement was only for the opening round at Snetterton.

The 19-year-old left the Norfolk circuit third in the points after two podium

finishes, and admitted that he was working hard on retaining the seat for the full 2016 season.

"It's great to know that I should be able to do the full year," said Sowery. "We will be going to try and win it. But even with Lando Norris not doing all the rounds there's still some

other really quick drivers."

Team boss Graham Johnson said Lanan is still looking for a third driver to partner Sowery and Akhil Rabindra, but will not have anyone signed until the third round at the earliest.

Meanwhile, Colton Herta will make his British F3 debut this weekend with Carlin,

deputising for Norris, who is on Formula Renault Eurocup duty at Motorland Aragon.

American Herta, who had been part of Carlin's initial BRDC F3 plans before switching to Euroformula Open with the team, will now make his debut in the series after turning 16 a couple of weeks ago.

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**HISTORICS**

## Beltoise to honour father at Monaco

THREE-TIME PORSCHE CARRERA CUP France champion Anthony Beltoise will take part in the Monaco Historic Grand Prix in May in the same car with which his father Jean-Pierre competed 46 years ago.

Supported by motorsport powerhouse ORECA, Beltoise – who competed in Formula 3000 and Formula 3 – will race in the biennial event in the Elf-liveried Matra MS120.

Jean-Pierre Beltoise, who died in January 2015, finished ninth in the 1970 Formula 1

standings with two podiums in his MS120.

He retired from the 1970 event in Monaco, but two years later scored his sole grand prix victory in the principality, at the wheel of a BRM P160B.

“My father was an example for me,” said Beltoise Jr. “[My career] is thanks to him, so I wanted to pay tribute to him.

“It will be very exciting to ride with such a car on such a legendary circuit, rich in meaning for my father and his relatives.”

**IN BRIEF**



**JACKSON HEADS TO EUROPE WITH KTM**

British racer Rebecca Jackson will contest the new Reiter Young Stars series in Europe this year at the wheel of a new KTM X-Bow GT4. Jackson has competed in the GT Cup and BRSCC Porsche series in recent seasons.

**GIDDINGS TO CLIOS FOR THRUXTON**

Former British GT4 champion Jake Giddings will race in the Renault UK Clio Cup at Thruxton next month with Finesse Motorsport. The 21-year-old will join Paul Streather in the team at the Hampshire circuit.

**CHADWICK TO FILL IN FOR NEW TEAM**

Reigning British GT4 champion Jamie Chadwick has secured a late deal to contest the first rounds of the series this year with the new SuperRacing team. The 17-year-old will race at this weekend's season opener at Brands Hatch and the following event at Rockingham in place of SuperDry founder James Holder, who has business commitments.

**SUPERKARTER DAVIS WINS HARD FUND**

British Superkart frontrunner Toby Davis has landed a fully-funded season in the Volkswagen Racing Cup after winning the Team Hard Scholarship. He will make his debut in a Golf GTi at Rockingham on April 30/May 1.

**NEW LAMBORGHINIS TO RACE IN CUP**

This year's GT Cup grid will boast two new Lamborghinis. Darren Nelson and Nigel Greensall will swap their Ferrari 458 for a new Huracan GT3, while Nigel Mustill has bought a Gallardo GT3 R-EX from German tuning firm Reiter Engineering. Mustill will share the new car with pro racer Craig Dolby.

**SMITH AND TURKINGTON'S MINI MOVE**

Mini Challenge race winner Rob Smith will continue in the series this year. Smith and James Turkington were due to race for the ExcelR8 squad this season but the pair will instead now join 2015 champion Charlie Butler-Henderson – who will race with factory backing from Mini – in the Mini UK VIP Customer team stable.



**RENAULT SPORT TROPHY**

## Hand joins top team to race RS01

RENAULT UK CLIO CUP runner-up Ash Hand will race in the Renault Sport Trophy on the World Series by Renault programme this year.

Hand joins reigning champion team Oregon as an Amateur driver in the single-make series, which starts this weekend at Motorland Aragon.

Hand, who missed out on the Clio Cup title by five

points, tested the RS01 for the first time at Jerez last November and will partner Pro driver David Fumanelli.

He said moving to the trophy – the overall winner of which secures a drive with Nissan at the Le Mans 24 Hours – had been his priority after his test of the car.

“It was getting so late in the day that I was beginning to worry I wouldn't be racing

this year,” said Hand. “The Renault Sport Trophy had been my number-one choice for 2016 ever since I first tested the RS01.

“In my opinion single-make championships are the hardest to win because everybody has the same equipment at their disposal.

“I need to ensure I go into the season as well-prepared as I can be in the time I have.”



FF1600

## New Firman racer breaks cover

EX-VAN DIEMEN SUPREMO RALPH Firman's new Formula Ford chassis broke cover at Oulton Park last weekend, but was hampered by reliability problems.

The first completed RFR RFFF16 was out in the hands of National Formula Ford 1600

Championship regular Luke Williams. He tallied 20 laps in testing, but suffered gearbox issues in qualifying and then an unidentified problem put him out of both races.

A second car, for Team Ireland racer James Roe, is not yet ready.

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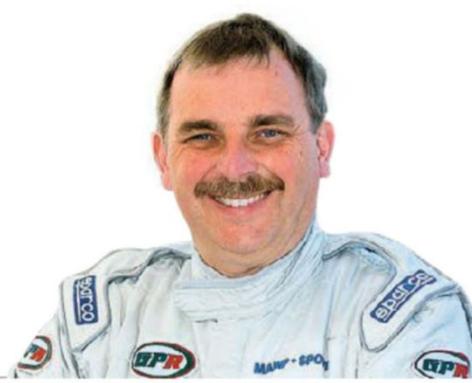
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# After Easter's monsoon, HSCC '50' opens Combe

By Marcus Pye, the voice of club racing

[@Autosport](#)

**FLOODED GRASS FRINGES, NOT THE CIRCUIT ITSELF,** forced the abandonment of Castle Combe's scheduled season opener on Easter Monday, March 28 – after which its owners immediately offered ticket refunds to the faithful. Thus this weekend's photogenic event at the popular Chippenham venue really deserves to be played out before an exceptionally strong turnout of racing-starved enthusiasts.

I feel for the promoters, whose hard-won planning permission limits them to just 11 race days per season. It is to be vehemently hoped, therefore, that rain forecast mid-week (but clearing for the weekend) does not further impinge upon their ability to earn a living from a circuit that has entertained generations of west-country folk since 1950 and consistently provides some of the finest club racing in Britain.

Fortuitously, the forthcoming bill is of special interest, marking the 50th anniversary of the Griffiths Formula race for '50s sports racing cars – won by Neil Corner in Jaguar D-type XKD504 – around which the successful Historic Sports Car Club was built. Eleven of the cars from May 1966 (plus five similar machines) will form display grids, with public walkabouts on both lunchtimes.

Half a century on, three of the cars – Bernard Worth's Ferrari 166 Mille Miglia and the HRGs of Ian Dussek and Ivan Sharrock – remain in the same ownership, while Chris Drewett (my esteemed co-commentator at Goodwood Revival and Members' Meeting events) will be reunited with the Frazer Nash he drove, in the custody of Robert Mansfield. Eight veterans of the race have indicated their intentions to attend.

The meeting marks the start of the HSCC's championships, with strong entries in Historic Formula Ford (from which competitors will be split, somewhat bizarrely, into two points

races on Saturday rather than the more normal repechage heat) and the Chevron B6 and B8-rich Guards Trophy GT and Sports Racing set over 45 minutes on Sunday.

Tiff Needell is among the stars of the FF1600 pack, the former Ensign F1 racer-turned-TV personality in his beloved *Autosport* competition prize Lotus 69FF. This is the car that launched his career in 1971 and which, having subsequently given a string of owners in Austria, Germany and the UK much enjoyment, he reacquired from Historic F1 racer Dan Collins in 2012, 39 years after future F2 pilot Hans Meier took it over.

Another rising star of the early '70s, Glenn Eagling, joins Sunday's Classic F3 field in his 1600cc Ensign, raced in 1973 by Mo Harness under property developer (and sometime Special Saloon racer) Teddy Savory's Modus banner. Eagling's son Dan, whose talents have graced the British GT series, comes out in the FF1600 Lotus 61 'wedge' in which Glenn made his racing comeback last year. Both are prepared by the family's Norfolk-based Lifetime Racing equipe.

Castle Combe Racing Club's own championships for FF1600 and Sports Racing (Saturday), Saloons and GT cars (Sunday) are shuffled into the programme, giving it a modern contrast. The tin-top promotion draws capacity grids and is as good as any on the domestic calendar. Former champion Gary Prebble is still the man to beat in his fierce SEAT Leon Cupra, but inter- and intra-class battles will rage throughout the field.

Having been decided in a nailbiting final round last season, Sunday's Historic FF2000 event promises to be a corker with 2012-13 champion Nelson Rowe, on home soil, taking on his successor Benn Simms and reigning champ Andrew Smith. A big field of Pre-'66 Touring Cars, plus Formula Junior and 1000cc F3, also turns the clocks back on Saturday. 🌩️



## DEMON DEMAN'S ZOLDER F1 DOUBLE

Local hero Loic Deman (Tyrrell 010) won both of last weekend's FIA Masters Historic F1 Championship openers at Zolder, compatriot Christophe d'Ansembourg (Williams FW07) making it a Belgian one-two in Sunday's leg, with Saturday runner-up Michael Lyons (Hesketh 308E) third. Lyons pipped Nick Padmore (Lotus 77) for a Pre-'78 double. There was no catching the Racing Team VDS-liveried Lola T70 Mk3B of Jon Minshaw/Phil Keen once rival T70s hit trouble in the FIA Masters Historic Sportscar race.



## FLUX TO MAKE F3 RETURN IN SILVERSTONE HISTORICS

Period Formula 3 racer Ian Flux will provide a yardstick for the Classic F3 field when he joins the HSCC championship at Silverstone next month in a March 783. The former Embassy Hill F1 mechanic, who as reigning FVee champion jumped into F3 40 years ago with a Ralt RT1 run on a shoestring by Ockley Racing (above), showed well in F3 and subsequently F1Atlantic. No stranger to CF3, having raced the ex-Nelson Piquet RT1 in the '90s, Fluxie should go well in the 783, which boasts some ex-Nigel Mansell history.

# What next for British GT?

It's another bumper entry for the UK's top sportscar series. Has the championship peaked, or is there more to come?

By Robert Ladbrook, Group National Editor

[@LaddersMN](#)

**T**he 2016 British GT Championship roars into life at Brands Hatch this weekend. And with a fourth straight sell-out grid, the series looks to be in rude health. We ask what's in store for this season and beyond.

## Who are the favourites?

For once, not the reigning champion. Andrew Howard is downplaying his hopes for an unprecedented fourth drivers' crown for a number of reasons. First, his main focus has shifted to the European Le Mans Series with his Aston Martin Vantage GTE. He also has a Le Mans 24 Hours entry. So Beechdean Motorsport's GT3 effort is focused on becoming a feeder platform. With long-time team-mate Jonny Adam moving to TF Sport this year, Howard has opted to give reigning GT4 champion Ross Gunn a shot alongside him.

"This is a development year for Beechdean," says Howard. "It's about helping Ross to bridge that gap between GT4 and GT3. In my mind, if one driver is in a development phase, so is the entire car. There shouldn't be pressure on Ross this year. If we don't win the title, or even races, it doesn't matter. It's just about helping Ross make that next step in his career."

With a 33-car entry (15 in GT3), competition at the front will be tight. Multiple champion Barwell Motorsport has two new Lamborghini Huracans for Phil Keen/Jon Minshaw, and Liam Griffin with pro drivers Fabio Babini and Alexander Sims splitting the season alongside him. The cars also have factory support from Lamborghini.

Together with Optimum Motorsport's

Audi R8 LMS, the Huracans make up a total of just three brand-new GT3 models on the grid this year. Most teams have opted to stick with what they know, with customer options such as the new BMW M6, Ferrari 488 and Mercedes-AMG GT3 largely unproven.

Barwell team boss Mark Lemmer says the new cars may have an advantage. "They won't revolutionise lap times, but in terms of drivability the new-generation GT3 cars are better. They are more accessible and comfortable for the amateur drivers and that inspires confidence."

GT3 may be customer racing, but it's not just Lamborghini that will bring more than a spares truck to rounds. The Ecurie Ecosse team has partnered with McLaren works squad Garage 59 to run a 650S GT3 for Rob Bell and Alasdair McCaig. Ginetta is supporting Tolman Motorsport's pair of G55 GT3s, Aston Martin Racing will continue its close links with Beechdean AMR, and Bentley will aid Team Parker Racing (see below).

The good thing about having fewer new GT3 cars is that it keeps the older machines in play. The BMW Z4 GT3 is a handy tool that won't be handicapped against the brand's newer model, so will bring AmDTuning.com's Joe Osborne and Lee Mowle into play.

TF Sport will be another one to watch – reigning champ Adam has a solid amateur team-mate in Derek Johnston.

## Can Bentley do better?

Bentley has had mixed fortunes in British GT, but this year represents its best chance at the title, with Team Parker and drivers Rick Parfitt Jr and Seb Morris.

Let's not forget that the Continental GT3 had a lot of hurdles to vault during its first campaign in 2014. The factory M-Sport team ran the car for its development year in the UK before heading to Europe in '15, but the majority



**Battle of the brands:** factory links extend across much of the British GT grid

of its testing was taking place on the Pirelli tyres used in the Blancpain series. The British Avons differed massively in construction and behaviour, so M-Sport was learning as it raced. That's not an issue this year, with Pirelli also supplying British GT. It means Team Parker will have access to stacks of relevant tyre and set-up data.

The customer Generation Bentley Racing car suffered numerous problems as the Continental was probably too early into its lifecycle to be a truly accessible customer car. It's now a well-rounded machine and, with the experience of a crew like Team Parker, should shine.

Parfitt has been one of the up-and-coming amateur racers in the series in recent years, having honed his skills in GT4, whereas Morris will be an interesting prospect as he adapts from his single-seater background to GT3.

## What about GT4?

By far the biggest growth in British GT has been the GT4 division, which now outnumbered GT3 for the first time.



## 2016 BRITISH GT CALENDAR

**BRANDS HATCH**  
APRIL 17

**SPA-FRANCORCHAMPS**  
JULY 9

**ROCKINGHAM**  
MAY 1

**SNETTERTON**  
AUGUST 7

**OULTON PARK**  
MAY 30

**DONINGTON PARK**  
SEPTEMBER 11

**SILVERSTONE**  
JUNE 12

Since its introduction in 2008 the class has been a slow-burner. The idea was to provide a cost-effective learning ground for GT racing, but at the time manufacturers were largely not interested and there was a limited selection of cars that weren't Ginettas.

But as GT3 costs have risen, GT4 has become more appealing. Manufacturers like GT4; the cars are relatively simple to produce due to their high percentage of road-going components. And drivers like the fact that it costs less and includes brands such as Aston Martin, Lotus, Porsche and now McLaren.

Stephane Ratel, boss of GT racing organiser SRO, says: "We've built momentum with GT4 in recent years and we hit the critical number of having enough cars for it to grow in appeal. There is room for a formula like GT4 that lets young drivers learn in great cars, but not at a GT3 budget."

Young drivers make up the majority of the entry too, with BRDC F4 graduates Jordan Albert and Jack Bartholomew eschewing single-seaters to join

Beechdean AMR. Ciaran Haggerty and Sandy Mitchell have done likewise with McLaren, and tin-top drivers Jordan Stilp and William Phillips occupy one of Team Hard's Ginettas.

Proven single-seater racers Joey Foster and Scott Malvern (both Walter Hayes Trophy and Formula Ford Festival winners) are also in with Lanan Racing and Simpson Motorsport respectively. Both were due to race Porsche Caymans, but will start the year in Ginettas due to production delays.

### What does the future hold?

British GT is at a crossroads. GT3 teams will almost certainly have to trade up for new machinery next season, which will hit pockets and budgets, and the rise in GT4 raises the question of how long the two classes can, and should, continue to race together.

GT4 has its own separate qualifying session at tighter tracks such as Oulton Park, but many have called for separate grids. SRO's mantra is to always run a full grid over two half-full ones, so

forget that happening.

But there is an argument as to whether British GT will become GT4-only in the future, leaving GT3 to series such as Blancpain. Ratel is adamant that won't happen, saying: "There will always be drivers wanting to race GT3 in Britain, even if it is just to learn the cars before going to a level like Blancpain. GT3 is customer racing, and people race what they like where they like."

British GT's reliance on well-funded amateur drivers is also well-documented. The series has tried to entice more up-and-coming driver pairings with the Silver Cup category, which allows two non-professional but career-focused drivers to share the same car.

The class has had a slow uptake due to cars being heavily ballasted against the true Pro-Am pairings, but the formula is being worked out to bring the Silver Cup cars more into play. This year will be a barometer as to how well it works, with Ryan Ratcliffe and Will Moore being the sole Silver Cup GT3 entry in the Optimum Audi. ❄



# Dawes and Hart by a whisker in frantic Fun Cup finish

THE OPENING ROUND OF THE FUN Cup Championship was more of a four-hour sprint than an endurance race.

Henry Dawes and Chris Hart's Track Torque/2 Rent Dominoes car won by only 0.187 seconds from Eco Racing's Paul Abraham, Tom Mills and Paul Turner. Both crews had been chasing the PW Racing car of Anthony Reid, until the ex-BTCC ace was hit with a late stop-go penalty for exceeding the permitted driving time.

An already intense race became even more dramatic in the final minutes. Turner had led from Zoe Wenham's Apollo Motorsport car, but then Graham Roberts (JPR Uvio), Reid and Hart reeled her in and went by.

That trio soon closed up on Turner, whose defence cracked, allowing all three by before the final pitstop window. Reid piled the pressure on Roberts but he held out, and as Deott took over the lead car he repulsed Reid's challenges until they exited Paddock on lap 196.

Dawes and Abraham also demoted Deott and closed in on Reid, before a late safety car intervention. But as the green flag was flying Reid received his stop-go penalty, which left Dawes ahead, and he successfully defended the lead. Guy Wenham was third for Apollo, with JPR Uvio, Team Honeywell and Lane Roofing completing the top six.

All four Caterham Supersports races

featured lead duels from lights to flag. Henry Heaton and Christian Szaruta swapped and changed for much of race one, while Philip Jenkins did his best to split them. Heaton gradually edged clear after regaining the lead into Paddock on the 17th lap, leaving Szaruta to keep Jenkins at bay for second.

Jack Brown led a three-car break in the second race, from Chris Hutchinson and Richard Ainscough. The fight behind enabled Brown to get clear, leaving his rivals to exchange second place before Hutchinson claimed it. Ainscough was excluded from third for running without a hood stick, which gave Max McDonagh the final podium place.

Brown and Heaton ran together for race three and spent most of it just inches apart. Both had a turn in the lead and still managed to break clear of an eight-car battle for third. Brown held sway for the last 12 laps but still couldn't shake off his nemesis. Ainscough stormed through from the back of the grid to secure third, with McDonagh heading a train of others for fourth.

After setting the early pace in race four Szaruta was hauled in by the chasing pack. Despite losing his lead to William Smith, he regained it a few laps later, only to make a penultimate-lap error at Paddock to hand Smith the win. Szaruta just held on to second from Mike Evans, Andrew West and – almost



**Brown chases Heaton, whom he would usurp for a close-fought R3 Supersports win**

a dead-heat for third – Hutchinson.

Daniel Quintero and Rui Ferreira had one win apiece in the Caterham Roadsports encounters. Russ Olivant led from Clearways on the opening lap of race one, but Quintero had just made it into second when the safety car came out. He hit the front for the last six laps, with Olivant in his wheeltracks at the flag, as Bevan, Watts and Ferreira finished nose to tail for third.

In race two Ferreira pursued the duelling Olivant and Quintero. He split the pair on lap nine and had just nosed into the lead as the safety car was deployed. They stayed wheel-to-wheel for the remaining distance, while Olivant looked on from a clear third.

Both Caterham Tracksport races featured race-long battles between Anthony Barnes and Alistair Calvert. In the first, Barnes led throughout,

Track Torque duo were in the hunt all afternoon, but won by slimmest of margins



ALL PICS: HAWKINS

consolidating his lead late on as Damian Milkins watched from a distant third.

Calvert had some time at the front in race two, but lost out in the sprint to the line as Barnes took win number two. Joe Draper broke away from a huge scrap to secure third from Daniel Bremner.

Stephen Dailly led most of the first BMW Compact race, but after running side-by-side from Surtees to Paddock on the 12th lap, Richard Morris made the decisive move, heading Dailly and Declan McDonnell to the flag.

McDonnell led the second race from the opening lap, with Ian Jones and Joe Wiggan completing the podium after Ben Pearson slowed. Dailly finally won in race three, from Miles and James Gornall.

Steve Jones' Mini Cooper S led for the entirety of the HRDC Academy/A Series Challenge. Mike Koskela closed in near the end, after retaking Julian Crossley, but he hit a backmarker on the last lap and fell to third before being excluded.

Jones claimed a lights-to-flag win in his Cooper MkXII in the Stuart Lewis-Evans Trophy 500 race. Xavier Kingsland was second, and Darrell Woods picked up the final podium place after Andrew Turner barrel-rolled at Paddock and brought the red flags out.

Gavin Watson's Alfa Romeo won the Touring Greats, well clear of Nick and Harry Naismith's Austin Westminster.

PETER SCHERER



David Jones crashed spectacularly out of HRDC Academy race

## RESULTS

**FUN CUP (238 LAPS) 1 Track Torque/2 Rent Dominoes (Chris Hart/Henry Dawes);** 2 Eco Racing (Paul Abraham/Tom Mills/Paul Turner) +0.187s; 3 Apollo Motorsport (Harry Mailer/Zoe Wenham/Guy Wenham); 4 JPR Uvio (Graham Roberts/Farquini Deott); 5 Team Honeywell (Neil Plimmer/Tim Wheelodon); 6 Lane Roofing (Nigel Griffiths/Chris Weatherill). **Fastest lap** Racelogic (Julian Thomas).

**Pole** MCAC Racing (Matthew Jones/Morgan Jones/Philip Jones/Gareth Jones).

**CATERHAM SUPERSPORTS (28 LAPS) 1 Henry Heaton;** 2 Christian Szaruta +2.518s; 3 Philip Jenkins; 4 William Smith; 5 Ben Tuck; 6 Dan Gore. **FL** Heaton. **P** Smith. **RACE 2 (30 LAPS) 1 Jack Brown;** 2 Chris Hutchinson +3.308s; 3 Max McDonagh; 4 Mike Evans; 5 Tony Mingoia; 6 Timothy Dickens. **FL** Brown. **P** Brown. **RACE 3 (34 LAPS) 1 Brown;** 2 Heaton +1.243s; 3 Richard Ainscough; 4 McDonagh; 5 Andres Sinclair; 6 Tuck. **FL** Heaton. **P** Heaton. **RACE 4 (34 LAPS) 1 Smith;** 2 Szaruta +0.100s; 3 Evans; 4 Andrew West; 5 Chris Hutchinson; 6 Dickens. **FL** Gore. **P** Szaruta.

**ROADSPORTS (BOTH 20 LAPS) 1 Daniel Quintero;** 2 Ross Olivant +0.365s; 3 David Bevan; 4 Rob Watts; 5 Rui Ferreira; 6 Dan Prosser. **FL** Olivant. **P** Lee Collins. **RACE 2 1 Ferreira;** 2 Quintero +0.040s 3 Olivant; 4 Watts; 5 Bevan; 6 Collins. **FL** Quintero. **P** Quintero.

**TRACKSPORT (BOTH 33 LAPS) 1 Anthony Barnes;** 2 Alistair Calvert +7.381s; 3 Damian Milkins; 4 Barry Moore; 5 Peter Rimer; 6 Daniel Bremner. **FL** Barnes. **P** Bremner.

**RACE 2 1 Barnes;** 2 Calvert +0.032s; 3 Joe Draper; 4 Daniel Bremner; 5 Moore; 6 Milkins. **FL** Bremner. **P** Barnes.

**BMW COMPACT CUP (15 LAPS) 1 Richard Miles;**

2 Stephen Dailly +1.320s; 3 Declan McDonnell; 4 Jim Benson; 5 Joe Wiggan; 6 Jon Watt. **FL** Dailly. **P** Dailly.

**RACE 2 (16 LAPS) 1 McDonnell;** 2 Ian Jones +1.026s; 3 Joe Wiggan; 4 Neil Roche; 5 James Gornall; 6 Sam Carrington-Yates. **FL** Wiggan. **P** McDonnell. **RACE 3 (16 LAPS) 1 Dailly;** 2 Miles +0.713s; 3 Gornall; 4 Ben Pearson; 5 Jones; 6 James Nutbrown. **F** Miles. **P** Pearson.

**HRDC ACADEMY A SERIES (28 LAPS) 1 Steve Jones (Austin Mini Cooper S);** 2 Julian Crossley (Mini Cooper S) +7.311s; 3 Ian Burford (Austin Healey Sebring Sprite); 4 Brian Small (Ashley MG Midget); 5 Larry Tucker (Ashley MG Midget); James Dorlin (Austin A35). **Class winner** Dorlin. **FL** Crossley. **P** William Lynch (Mini Cooper S).

**STUART LEWIS-EVANS TROPHY 500 F3 (9 LAPS) 1 Steve Jones (Cooper MkXII);** 2 Xavier Kingsland (Staride Mk3) +12.303s; 3 Darrell Woods (Cooper MkXII); 4 Gordon Russell (Mackson 500 F3); 5 Richard De La Roche (Smith Buckler); 6 Mike Fowler (Cooper MkV). **CW** Kingsland; Martin Sheppard (Effyh Brynfanyyddyn Special). **FL** Jones. **P** Jones.

**HRDC TOURING GREATS/TC63 (42 LAPS) 1 Gavin Watson (Alfa Romeo Giulietta Ti);** 2 Nick Naismith/Harry Naismith (Austin 95 Westminster) +20.697s; 3 John Yea (Austin A40); 4 David Green/Matt Green (Austin A35 Speedwell); 5 Marc Gordon (Jaguar XK150); 6 Ding Boston (Riley 1.5). **CW** Naismith/Naismith; Yea; Boston; Frank Slevin (Alfa Romeo Giulia Ti Super); Dave Koskela/Marc Koskela (Ford 107E Prefect); John Mortimer (Austin A35 Academy). **FL** David Devine (Riley 1.5). **P** Jason Brooks/Michael Caine (Austin A40).



Dailly shone in Compact Cup, with a win and a second

**ROCKINGHAM**  
BARC APRIL 9-10

# Willis bounces back to win at September crash scene

MARK WILLIS ERASED THE MEMORY of last September's heavy crash against the Rockingham pitwall with a superb victory in the opening Pickup Truck race on Sunday, before late surges from Paul Tompkins and David O'Regan helped them to claim the wins in the second and third encounters respectively.

In the first race, Willis grabbed the lead on lap three and was never headed thereafter, although Tompkins pressured him hard throughout the 25-lap race. Reigning champion Michael Smith claimed third after fending off a hard-charging Gavin Murray.

Tompkins looked set to be denied victory again in a red-flag-interrupted race two when youngster Freddie Lee snatched his lead five laps from home. Yet there was to be another twist. Entering Turn 4 on the last lap, Tompkins dived inside Lee and won the drag to the line by a mere 0.059 seconds.

Irishman O'Regan beat Smith and Tompkins to the flag in a breathless race three after charging through from the fourth row and grabbing the lead on the penultimate lap. Less than a second covered the top five at the end.

While there was a trio of different winners in the Pickup races, any one of three drivers could have won the sole MG BCV8 Championship contest. James Wheeler led before being overhauled by Ollie Neaves on lap eight. Russell McCarthy also found his way past Wheeler shortly after and homed in on Neaves, but to no avail.

McCarthy went one better in the Thoroughbred Sportscar race, passing early pacesetter Ian Prior at Deene before pulling clear. Rob Spencer relegated Prior to third with a last-lap move



at Tarzan, but Prior's attempt to regain the position exiting the Brook Chicane ended with his MGB GTV8 sliding into the outside wall.

Another unlucky driver was Jason West in the first Kumho BMW Class A event. After taking pole position and leading the early laps, he lost out to eventual victor James Card at Brook on lap five before his engine expired, promoting Roger Lavender and Daniel Wylie onto the podium. Card was also close to the win in race two, but a red flag prevented him from attacking leader James MacIntye-Ure in the final stages.

In the pair of races run separately for Class B, C and D competitors, Ollie Taylor claimed a double despite being

**Willis won on Rockingham return, though he was hard pushed by Tompkins**

**Lark won opening Pre-2003 Touring Car event after polesitter Absolom spun**

balked by backmarkers in race one and losing to Robert Davidson and Dominic Surdi off the line in race two. James Ford staked his claim with two Class D wins, with Russell Dack taking identical success in the 'CC' Compact class.

Another double winner was Kirk Armitage in his BMW M3 in the Pre-93/Pre-2005/BOSS Classic Touring Car event, each time defeating Roger Stanford in his E30 model. Behind the leading duo, the focus of both races was a fierce battle for third between Malcolm Wise in his Ford Sierra Cosworth and Simon Ward's Vauxhall Astra GTE. Ward challenged hard and briefly held the position in each contest, but forceful tactics from Wise helped him to prevail. Elsewhere, Ali Rushworth was a delighted double winner in the Pre-2005 class in his MG ZR 160.

There was drama aplenty in the opening Classic VW and Pre-2003 Touring Car event. Attempting to fend off the Honda Civic Type-R of fellow front-row starter AJ Owen at the start of race one, pole-position holder Tony Absolom spun his VW Golf. Several cars were forced to take avoiding action but, while Absolom could rejoin at the tail of the field (later recovering to sixth), Owen was forced to pit with damage. Ken Lark was the main beneficiary, taking victory





JONES

in his VW Corrado ahead of Steven Barden's Civic. Lark followed up his win with another in race two, although Absolom kept him honest.

A throttle problem in the latter stages of race one did little to stop Stephen Primett dominating both Pre-66/Pre-83 Touring Car races, winning both by over half a minute in his Mk1 Escort. Second in race one was taken by Alan Greenhalgh in his Vauxhall Firenza, with David Howard's Jaguar XJ12 powering through to claim third. Howard improved to second in race two, with Stuart Caie sealing third in his Ford Capri.

Dale Gent was successful in the pair of Classic Thunder races. Behind the Subaru Impreza, Andy Robinson took a pair of seconds in his monstrous Ford Falcon, despite a spin at Yentwood on lap one of race two, while an elated Neil Wade and Ian Froggatt scored a third each.

Ian Goodchild was victorious in the first Hyundai Coupe Cup race, leading home Simon Miles and Alex Cursley. Jon Winter, who had charged through from eighth on the grid to fourth in race one, denied Goodchild a double with a bold move at Tarzan on the last lap of the second race.

MARK LIBBETER

 P69 FULL RESULTS



BOURNE

**OULTON PARK**  
BRSCC APRIL 9

Texan Owen took a win and a second in FF1600

## Owen leads the chase in FF openers

"HE'S THE ONE," ASSERTED A SEASONED FF1600 observer as Chase Owen collected the spoils of his first UK victory in the second race of the National Championship. It's too early to say whether the 23-year-old Texan is, as suggested, the strongest of the recent US imports to the British single-seater scene, but a dominant victory over a quality field in the wet suggested he might be. It was a good day for Cliff Dempsey Racing all-round, as 2014 Festival winner James Raven's sister Ray had won race one.

Race one should have been Niall Murray's, but the Dubliner and local star Doug Crosbie tagged one another at the first corner, relegating Murray to the back. A typically storming drive carried him to fifth, but in passing Cavan Corcoran he cannoned a tyre stack at Hizzy's. Undeterred, Murray pushed on in what remained of his Van Diemen, getting sixth on the penultimate lap.

Meanwhile, Raven had passed Crosbie down the Avenue on lap two and left everyone else to it. Crosbie manfully defended from Jonny McMullan, then Owen, but was denied second when Owen barrelled through at the hairpin on the last lap. Reigning champion McMullan took fourth from Corcoran, who had earlier tagged Tom McArthur into a spin at Cascades that also claimed Rob Hall.

Owen led the second race from the off and eased to a classy win, while Crosbie managed a throttle issue on his way to second. McMullan and Murray took the next two places, with Chris Middlehurst starring on his way to fifth from row 10, having been ruled out of the opener when he clipped a barrier at the chicane. Raven clawed back seventh after a poor start and a wild moment on lap two.

Calum McHale made the fastest getaway in the Pre 1990 opener, but he couldn't unseat polesitter Jamie Jardine into the first corner. The Reynard 84FF driver eased away to win, while McHale was rapidly caught by Jaap Blijleven, who finished within a tenth.

McHale did lead in race two and had a clear edge when Blijleven passed Jardine for second at Island on lap three. But the race-one winner reversed the positions at Old Hall, before getting the lead from McHale at Hizzy's at the second attempt on lap eight.

The CRXs of Peter Dixon and Jeff Cooper took the fight to Robert Burkinshaw's Integra in the Honda VTEC contest. Cooper lost ground when he went straight on at Hizzy's on lap two, but he came back to make it three for the lead. He briefly wrestled second

from Burkinshaw at Old Hall at midway, but as they scrapped Dixon was able to make his break.

Dixon replicated his team-mate's earlier error in race two and conceded a big advantage, but leader Burkinshaw erred at Old Hall a lap later. Dixon dived ahead there on the penultimate lap to complete a double, while Cooper was narrowly denied second.

Chris Webb took his maiden victory in the Production Golf GTi opener in conditions that got progressively more slippery. Those were to the liking of Tim Hartland, who made steady progress before displacing Peter Milne at Hizzy's at half-distance. Hartland ate into Webb's lead, and was only 0.4s adrift at the end. Webb added a second win later, with Chris Sanders and Milne completing the podium. From the pitlane, fastest qualifier Adam Hance salvaged fourth in his only race of the day.

IAN SOWMAN

**NATIONAL FF1600 POST 89 (13 LAPS) 1 James Raven (Ray GR15/16); 2 Chase Owen (Ray GR14/15) +5.062s; 3 Doug Crosbie (Van Diemen JL013K); 4 Jonny McMullan (Van Diemen DP08); 5 Cavan Corcoran (Ray GR08); 6 Niall Murray (Van Diemen RF99). Class winner Daniel O'Beirne (Swfit SC95). Fastest lap Murray. Pole Murray.**

**RACE 2 (12 LAPS) 1 Owen; 2 Crosbie +9.605s; 3 McMullan; 4 Murray; 5 Chris Middlehurst (Mygale GR15K); 6 Corcoran. CW Matthew Chisholm (Van Diemen RF92). FL Owen.**

**P Raven. PRE 1990 (13 LAPS) 1 Jamie Jardine (Reynard 84FF); 2 Calum McHale (Van Diemen RF89) +4.749s; 3 Jaap Blijleven (Reynard 88FF); 4 Mario Sarchet (Reynard 86FF); 5 Ian Wolfenden (Reynard 87FF); 6 Raymond Smith (Van Diemen RF88). CW McHale. FL Blijleven. P Jardine.**

**RACE 2 (12 LAPS) 1 Jardine; 2 McHale +2.369s; 3 Blijleven; 4 Nick Barnes (Van Diemen RF87); 5 Smith; 6 Andrew Kluge (Van Diemen RF89). CW McHale. FL Jardine.**

**P Jardine. HONDA VTEC (10 LAPS) 1 Peter Dixon (CRX); 2 Robert Burkinshaw (Integra) +0.808s; 3 Jeff Cooper (CRX); 4 Paul Waddington (Civic); 5 Paul Donkin (Civic); 6 Stuart King (Integra). CW Burkinshaw; Donkin. FL Cooper.**

**P Burkinshaw. RACE 2 (9 LAPS) 1 Dixon; 2 Burkinshaw +1.052s; 3 Cooper; 4 Waddington; 5 Donkin; 6 King.**

**CW Burkinshaw; Donkin. FL Dixon. P Dixon. PRODUCTION GTI MK2 (10 LAPS) 1 Chris Webb; 2 Tim Hartland +0.402s; 3 Peter Milne; 4 Chris Sanders; 5 Dan Gibbs; 6 Alistair Miles. CW Matthew Petts. FL Sanders.**

**P Adam Hance. RACE 2 (8 LAPS) 1 Webb; 2 Sanders +1.900s; 3 Milne; 4 Hance; 5 Gibbs; 6 Hartland. CW Petts. FL Hance. P Webb.**



**SNETTERTON**  
CSCC APRIL 9-10

# Livesley tames the spray in Future Classics

ALEC LIVESLEY BATTLED BACK FROM an early off to guide his Jensen Healey to an emphatic Future Classics win.

Polesitter Tom Brenton initially led away, only for Livesley to overtake him into Agostini. But with unrelenting rain making the track treacherous, both suffered early excursions, and their misfortune allowed Will Plant's Morgan to seize the initiative. But his victory hopes soon disappeared when he incurred a stop-go penalty for a transgression at his mandatory pitstop.

He emerged 10 seconds behind leader Livesley and, determined to make amends, closed the gap for three straight laps only to slide off into the gravel at Riches. Livesley gratefully took the flag, well clear of the recovering Brenton.

With sponsorship secured for a full season of racing in the Morgan Challenge, former Ginetta Junior pilot Elliot Paterson showed his intent with an impressive brace of wins in Saturday's slippery conditions. He was always in control of the opener, moving seamlessly from pole to an ever-growing lead. His father Russell gradually dropped back from his pursuit, but had enough in hand to claim second, well clear of Andrew Bentley's Plus 4.

Elliot had to work harder to get to



the front in race two, after his dad leapfrogged him to claim the lead as they swept towards Riches for the first time. But his offspring was in no mood to stay behind for long, pulling off an impressive move around the outside of Palmer to reclaim the place. Once ahead, he pulled clear to complete another convincing win. Meanwhile, Paterson Sr pulled away from Tony Lees to secure second.

Colin Philpott kept a cool head in the first leg of the Jaguar Saloons and GT Championship double-header, taming the wet conditions to convert pole into

**Jaguar Saloons and GT double-winner Philpott gets his XJS sideways during the dry race two**

a lead he held to the finish. By contrast, fellow front-row starter Rodney Frost had an eventful race, chasing after Philpott in the early laps only for a brief off at Riches to set back his charge. He briefly dropped to fourth, but bounced back, setting fastest lap and reclaiming runner-up spot a lap from home.

Philpott took an early lead again in Sunday's dry sequel, only for James Ramm to seize the initiative by taking the lead on the exit of Brundle. Undeterred, Philpott fought back ahead at the halfway stage and defended a



Livesley recovered from early off to seal impressive win

ALL PICS: STYLES

# recovery win

narrow lead to the finish. A distant Frost completed the top three.

Jonathan Mitchell guided his Caterham to a comfortable win in the Open Series race, a full minute clear of Pantelis Christoforou's Escort and Gary Bate's Caterham.

The battle for top spot in the opening race of the Magnificent Seven season proved to be a private affair between polesitter Peter Ratcliff and Danny Winstanley. Ratcliff took advantage of a slower start by fellow front-row man Jonathan Mitchell to lead, with Winstanley quickly moving from fourth on the grid to second in pursuit of Ratcliff. They were soon trading laptimes and slipstreaming moves in a breathless chase, but after taking the lead Winstanley worked the backmarkers well and had just enough to keep his rival at bay despite a sticking throttle on his Superlight.

Having converted pole to an early lead in the Tin Tops, Russell Hird looked to have a fight on his hands when second-placed Tom Mensley clawed back an early deficit to challenge him. But the loss of first and second gears blunted his progress and secured Hird the win.

There was an intriguing early scrap at the front of the 60-minute Classic K

race between the grunt of John Davison's TVR Griffith and the more nimble Lotus Elan of James Barclay in the opening laps, only for Davison's efforts to end when he went straight on at Riches. But Barclay and co-driver Nick Atkins couldn't afford to relax as the new second-placed car of David Holroyd picked up the baton and chased after them. Holroyd slashed the gap to be on the leader's tail going into the infield section, before sweeping decisively ahead at Hamilton to win. "I always thought I was in with a chance," he said.

Having jumped ship from the CSCC's Future Classics series into the Modern Classics for 2016, Nick Olson made an instant impact in his familiar Lotus Esprit, beating the Porsche of Miles and Piers Masarati home to win.

The weekend's racing was brought to a tense conclusion by a cracking victory chase in the combined New Millennium/Puma Cup race. Having moved ahead of long-time leader Lee Spencer thanks to a rapid mandatory pitstop, Thomas Houlbrook held off Spencer's charging team-mate Rick Kerry to claim victory by a tenth of a second.

OLIVER TIMSON

 P69 FULL RESULTS



Barrow mastered conditions to win sodden Group 2 race

## Barrow and Franks share sodden Swinging 60s wins

THE SWINGING 60s SERIES BEGAN ITS SEASON WITH a pair of well-supported pitstop enduros – one for smaller-engined Group 1 cars and a separate outing for their more powerful Group 2 counterparts. The latter took to the track earlier in the event meaning they bore the brunt of the afternoon's rain.

It caught out, among others, the Elan of polesitter Richard Wheeler and his resulting spin handed the initiative to Mark Halstead's Ginetta G4. He briefly relinquished the place to a charging Mark Campbell two laps later, but was back ahead when Campbell's Triumph TR5 expired on Senna Straight.

Again the lead didn't stick, as the Ginetta dropped back after the mid-race driver swaps and allowed Ray Barrow to take top spot.

This time he pulled away to win, comfortably clear of the recovering Wheeler, who'd come back through the field after his early off to take runner-up spot. Malcolm Johnson's evocative Europa overhauled Mike Dowd's Elan to secure third.

The Group 1 race looked to be in the control of Tim Cairns' Austin Healey as he pulled clear in the early laps, until a collision with the barriers at Williams scuppered his chances.

Instead, the race came down to a close finish between David Franks' Mini and the charging BMW of Gary Makein closing fast in his mirrors. But Makein just ran out of time to catch his rival, with the chequered flag ensuring Franks held on to win.

Frustratingly for Makein the race distance had been shortened due to the impact of adverse weather – the lap lost may have been just enough.



Shortened race distance helped Franks (Mini) beat Makein (BMW)

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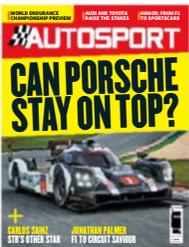
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# RESULTS ROUND-UP



Neaves (94) beat Wheeler and McCarthy in the MG BCV8 race

JONES

## ROCKINGHAM BARC, APRIL 9-10

**PICKUP TRUCKS (25 LAPS)** 1 Mark Willis; 2 Paul Tompkins +0.568s; 3 Michael Smith; 4 Gavin Murray; 5 Antony Hawkins; 6 Freddie Lee. **Fastest lap** Tompkins. **Pole** Murray.

**RACE 2 (25 LAPS)** 1 Tompkins; 2 Lee +0.059s; 3 Willis; 4 Murray; 5 David O'Regan; 6 Hawkins. **FL** Murray. **P** Murray.

**RACE 3 (35 LAPS)** 1 O'Regan; 2 Smith +0.467s; 3 Tompkins; 4 Willis; 5 Murray; 6 Lee. **FL** O'Regan. **P** Smith.

**MG BCV8 CHAMPIONSHIP (13 LAPS)** 1 Ollie Neaves (B GT V8); 2 Russell McCarthy (B GT V8) +0.496s; 3 James Wheeler (B GT V8); 4 Neil Fowler (B GT V8); 5 Andy Young (C); 6 Ian Prior (B GT V8). **Class winners** Young; Simon Cripps (Roadster); Simon Tinkler (B GT) **FL** Neaves. **P** Neaves.

**MG THOROUGHbred SPORTSCARS (13 LAPS)** 1 Russell McCarthy (BGT V8); 2 Rob Spencer (BGT V8) +2.226s; 3 Simon Cripps (BGT V8); 4 Babak Farsian (B Roadster); 5 Jordan Spencer (BGT V8); 6 Paul Khouri (B GT V8). **CW** Cripps; J Spencer; Khouri. **FL** McCarthy. **P** McCarthy.

**KUMHO BMW CHAMPIONSHIP CLASS A (BOTH 10 LAPS)** 1 James Card (M3 E46); 2 Roger Lavender (E46) +6.375s; 3 Daniel Wylie (M3 E46); 4 James MacIntyre-Ure (M3 E46); 5 Kal Ezzat (M3); 6 Simon Baker (E36 M3). **FL** Card. **P** Jason West (M3).

**RACE 2 1 MacIntyre-Ure**; 2 Card +1.008s; 3 Jim Cannon (1 Series); 4 Wylie; 5 Ezzat; 6 Baker. **FL** Card. **P** Card. **CLASSES B, C & D (BOTH 13 LAPS)** 1 Oliver Taylor (E36 M3); 2 Dominic Surdi (M3) +2.344s; 3 Robert Davidson (M3); 4 David Griffin (E36 M3); 5 Alana Taylor (1 Series); 6 Darren Morgan-Owen (M3). **CW** Taylor; Russell Dack (E46 Compact); James Ford (318i); Peter Miller (328i). **FL** Surdi. **P** Taylor. **RACE 2 1 O Taylor**; 2 Davidson +13.605s; 3 Griffin; 4 A Taylor; 5 Dack; 6 Adrian Gilbert (M3 E36). **CW** Taylor; Dack; Ford; Miller. **FL** Taylor. **P** Taylor.

**PRE-93/PRE-2005 TOURING CARS & BOSS (BOTH 10 LAPS)** 1 Kirk Armitage (BMW M3); 2 Roger Stanford (BMW M3 E30) +1.595s; 3 Malcolm Wise (Ford Sierra Cosworth); 4 Simon Ward (Vauxhall Astra GTE); 5 Andrew Sheraton (BMW 325i); 6 Alastair Rushworth (MG ZR160). **CW** Stanford; Sheraton; Rushworth; Gary Parkes (Peugeot 206 GTI); Jeffrey Windsor (Ford Puma); Andrew Smith (Honda CRX); Alan Willett (Ford Fiesta XR2i). **FL** Armitage. **P** Stanford. **RACE 2 1 Armitage**; 2 Stanford +8.063s; 3 Wise; 4 Ward; 5 Rushworth; 6 Sheraton. **CW** Stanford; Sheraton; Rushworth; Parkes; Smith; Windsor; Willett. **FL** Stanford. **P** Armitage.

**CLASSIC VW AND PRE-2003 TOURING CARS (BOTH 10 LAPS)** 1 Ken Lark (Volkswagen Corrado); 2 Steven Barden (Honda Civic Type-R) +2.285s; 3 Danny Cassar (Honda Integra DC5); 4 George Young (Honda Civic Type-R); 5 Ross Craig (Honda Civic Type-R); 6 Tony Absolom (Volkswagen Golf). **CW** Barden; Young. **FL** Lark. **P** Absolom. **RACE 2 1 Lark**; 2 Absolom +1.544s; 3 Barden; 4 Cassar; 5 Tony Harberman (Volkswagen Beetle); 6 AJ Owen (Honda Civic Type-R). **CW** Barden; Owen. **FL** Lark. **P** Lark.

**PRE-66 AND PRE-83 CLASSIC TOURING CARS (BOTH 10 LAPS)** 1 Stephen Primett (Ford Escort Mk1); 2 Alan Greenhalgh

(Vauxhall Firenza HPF) +34.744s; 3 David Howard (Jaguar XJ12); 4 David Hall (Vauxhall Firenza Droopsnoot); 5 John Wright (Ford Escort); 6 Stuart Caie (Ford Capri). **CW** Howard; Caie; Malcolm Jeffs (Alfa Romeo Alfassud SC); Andrew Messham (Austin Mini 7); Gary Fletcher (Ford Lotus Cortina); Luc Wilson (Austin A40). **FL** Primett. **P** Primett. **RACE 2 1 Primett**; 2 Howard +37.553s; 3 Caie; 4 Wright; 5 Hall; 6 Mike Haynes (Ford Capri). **CW** Howard; Caie; Phil Manser (Austin Cooper); Jeffs; Fletcher; Keith Wright (Morris Minor). **FL** Primett. **P** Primett.

**CLASSIC THUNDER (11 LAPS)** 1 Dale Gent (Subaru Impreza); 2 Andy Robinson (Ford Falcon) +8.263s; 3 Neil Wade (Mini Cooper); 4 James Ross (Renault Clio); 5 Ian Froggatt (Subaru Impreza); 6 Marcus Reynolds (BMW E36 Saloon). **CW** Robinson; Ross; Reynolds. **FL** Gent. **P** Dave Cockell (Ford Escort Cosworth).

**RACE 2 (10 LAPS)** 1 Gent; 2 Robinson +16.709s; 3 Froggatt; 4 Wade; 5 Ross; 6 Reynolds. **CW** Robinson; Ross; Reynolds. **FL** Robinson. **P** Gent.

**HYUNDAI COUPE CUP (9 LAPS)** 1 Ian Goodchild; 2 Simon Miles +4.206s; 3 Alex Cursley; 4 Jon Winter; 5 Matthew Plumb; 6 William Taylforth. **FL** Goodchild. **P** Goodchild.

**RACE 2 (9 LAPS)** 1 Winter; 2 Goodchild +0.248s; 3 Miles; 4 Cursley; 5 Taylforth; 6 Jeff Alden. **FL** Goodchild. **P** Goodchild.

## SNETTERTON CSCC, APRIL 9-10

**FUTURE CLASSICS (15 LAPS)** 1 Alec Livesly (Jensen Healey); 2 Tom Brenton (Ford Sierra XR8) +1m42.097s; 3 Stephen Scott-Dunwoodie (Ford Sierra Cosworth); 4 James Neal/Neil Harvey (Porsche 911/964 Carrera 2); 5 Martyn Adams (Triumph TR7 V8); 6 Mark Lucock (Ford Escort Mk1 RS2000). **CW** Brenton; Scott-Dunwoodie; Adams; Lucock; John Hammersley (Vauxhall Astra GTE); David Burke (Porsche 911 SC); Ryan Mone/Fulvio Mussi (Porsche 9 S2); Richard Carter/James Carter (Morgan Plus 8). **FL** Livesly. **P** Brenton.

**MORGAN CHALLENGE (7 LAPS)** 1 Elliot Paterson (Roadster); 2 Russell Paterson (Plus 8) +26.378s; 3 Andrew Bentley (+4); 4 Tony Lees (Plus 8); 5 Henry Williams (4/4); 6 Tim Parsons (4/4). **CW** R Paterson; Bentley; Parsons; Ayres; Michelle Bailey (Plus 4). **FL** E Paterson. **P** E Paterson. **RACE 2 (8 LAPS)** 1 E Paterson; 2 R Paterson +12.228s; 3 Lees; 4 Bentley; 5 Philip Goddard (Plus 8); 6 Williams. **CW** R Paterson; Bentley; Ayres; Simon Scott (Lightweight Roadster); Bailey. **FL** E Paterson. **P** E Paterson.

**JAGUAR SALOONS & GT (7 LAPS)** 1 Colin Philpott (XJS); 2 Rodney Frost (XJS) +2.003s; 3 James Ramm (XJS); 4 Guy Connew XJ6; 5 Lawrence Coppock (XJS); 6 Adam Powderham (XJR). **CW** Connew; Coppock; Powderham. **FL** Frost. **P** Philpott.

**RACE 2 (9 LAPS)** 1 Philpott; 2 Ramm +0.824s; 3 Frost; 4 Connew; 5 Coppock; 6 Thomas Butterfield (Lister Jaguar XJ40). **CW** Connew; Coppock; Powderham; Simon Lewis (XJ6). **FL** Ramm. **P** Philpott.

**OPEN SERIES (14 LAPS)** 1 Jonathan Mitchell (Caterham CSR); 2 Pantelis Christoforou (Ford Escort MkII) +1m00.473s; 3 Gary Bate (Caterham CSR); 4 Anthony Bennett (Caterham R300);

5 Carl Woodwiss (Caterham R300); 6 Mark Smith/James Moulton-Smith (BMW 318ti). **CW** Christoforou; Woodwiss; Smith/Moulton-Smith; Jamie Sturges (Seat Supercopa); Mark Horton (Caterham 7); Paul Hipwell/Clive Hipwell (Aston Martin AMV8). **FL** Mitchell. **P** Sturges.

**MAGNIFICENT SEVENS (19 LAPS)** 1 David Winstanley (Caterham Superlight); 2 Peter Ratcliff (Caterham C400) +2.564s; 3 Jonathan Mitchell (Caterham CSR); 4 Kevin Williams (Caterham CSR); 5 Brad Fincham (Caterham R400) 6 Carl Woodwiss (Caterham R300). **CW** Mitchell; Fincham; Woodwiss; Hugh Coulter (Caterham C400); John Saunders (Caterham Supersport); Rick Potter/Alex Potter (Caterham Supersport); Steve Owen (Caterham Blackbird); Mark Horton (Caterham 7); Martyn Dolan/Gary Boon (Caterham Academy). **FL** Winstanley. **P** Ratcliff.

**TIN TOPS (18 LAPS)** 1 Russell Hird (Honda Integra Type R); 2 Tom Mensley (Renault Clio 172) 3.372s; 3 Carl Chambers (Peugeot 306 Rallye); 4 Nigel Ainge (Honda Integra Type R); 5 Mark Livens (Honda Civic Type R); 6 Chris Boardman/Arran Moulton-Smith (BMW 318Ti). **CW** Mensley; Boardman/Moulton-Smith; Steve Papworth (Ford Fiesta ST); Lisa Selby/Toby Harris (Ford Puma); Marshall Groves (Vauxhall Nova). **FL** Ainge. **P** Hird.

**CLASSIC K (25 LAPS)** 1 David Holroyd (Lotus Elan); 2 Nick Atkins/James Barclay (Lotus Elan 26R) +16.404s; 3 Joe Ward/Richard Bull (TVR Grantura MkII); 4 Elliott Norris (Ford Falcon); 5 Will Goff/Michael Goff (Lotus Elan); 6 Michael Gray/Kallum Gray (Jaguar E Type). **CW** Ward/Bull; Norris; Gray/Gray; Tom Pead (BMW 1600Ti); Harvey Stanley/Timothy Mahapatra (MG B Roadster); David Alston/Alastair Davidson (MG B Roadster); Michael Flewitt (Lotus Elite). **FL** John Davison (TVR Griffith 400). **P** Davison.

**NEW MILLENNIUM & PUMA CUP (19 LAPS)** 1 Thomas Houlbrook (BMW Evo E36); 2 Lee Spencer/Rick Kerry (BMW M3 Evo E36) +0.128s; 3 Peter Challis (Porsche 997); 4 Clive Bailye/Paul Black (BMW M3 CSL); 5 Mark Smith/James Moulton-Smith (BMW M3 Evo); 6 Daniel Wylie (BMW M3 E46). **CW** Challis; Jamie Sturges (Seat Supercopa); Ben Uren (Seat Leon Mk1); Riku Garner/Phil Gardner (Renault Clio); Keith Issatt (BMW Mini Cooper S); Luke Johnson (Ford Puma). **FL** Kerry. **P** Spencer.

**MODERN CLASSICS (18 LAPS)** 1 Nicholas Olson (Lotus Esprit S3); 2 Miles Masarati/Piers Masarati (Porsche 911 996) +23.539s; 3 Edward Leigh (BMW M3 Evo E36); 4 Andrew Szymanski/Barry O'Neill (BMW M3 Evo); 5 James Broad/Alan Broad (Porsche Boxster S); 6 David Coyne/Christopher Compton-Goddard (Ferrari 355 Stradale). **CW** Masarati/Masarati; Broad/Broad; Richard Hayes (Toyota Celica GT4); Marcus Dudley (Ginetta G20); Robert Fellows/Andrew O'Connell (Porsche 968); Colin Whitmore (BMW M3 Evo E36). **FL** P Maserati. **P** Maserati.

**SWINGING SIXTIES GROUP TWO (13 LAPS)** 1 Raymond Barrow (Chevrolet Camaro); 2 Richard Wheeler (Lotus Elan) +16.547s; 3 Malcolm Johnson (Lotus Europa); 4 Mike Dowd/Jeremy Cooke (Lotus Elan); 5 Mel Taylor (Lotus Elan); 6 Jon Wolfe/David Thompson (TVR Tuscan). **CW** Wheeler; Mike McBride (MG C GT). **FL** Halstead (Ginetta G4). **P** Wheeler.

**SWINGING SIXTIES GROUP ONE (10 LAPS)** 1 David Franks (Austin Mini); 2 Ian Everett/Gary Makein (BMW 1502) +2.093s; 3 Matt Domin (MG B GT); 4 Joel Wykeham (BMW 2002ti); 5 Keith Waters (Porsche 911); 6 Sam Polley (MG B Roadster). **CW** Everett/Makein; Dave Bailey (Triumph TR4); Roger Bowman (Jaguar Mk1 Saloon); Thomas Pead/Anthony Walsh (BMW 1600Ti); Paul Wybrow (MG B Roadster). **FL** Cairns. **P** Makein.



STYLES

Olson was a comfortable winner in Modern Classics

# WHAT'S ON

## Hulk's a good sport

DEEP WITHIN THE WIND-LASHED Salford Media City complex – properly deep, through a bafflingly complex series of corridors that wouldn't look out of place in the movie *Labyrinth* – Nico Hulkenberg is playing darts with a stocky Irishman in a hat. Look again. It's the veritable one-man wrecking machine Jamie Heaslip, the Leinster and Ireland number 8.

Here in the *Question of Sport* 'green room' (not quite as posh as it sounds), it's not unusual to find a rugby player mingling with a racing driver, a rower, a snooker player and a footballer, each cagily wondering just what it is that the others do. Fine preparation for a venerable, gently comedic sporting trivia quiz that began its run in 1970 with boxer and aftershave salesman Henry Cooper as one of the captains alongside anchorman David Vine, later the BBC's voice of snooker.

Ah, snooker. Unable to resist some mischief, this author – sent to interview Hulkenberg for a 'colour piece' in *Autosport's* sister magazine *F1 Racing* – has been gently winding him up about what he might expect when the cameras roll. Long-time viewers of the programme, after all, will know that a question about snooker is as inevitable as Christmas.

"How are you on sports trivia?" I ask. "What's the maximum possible break in a game of snooker?"



XPB IMAGES

Team captains Dawson and Tufnell flank QoS queen Barker



Hulkenberg: 'Did you know the maximum possible break in snooker is 147?'

"The what in what, sorry?"

"What's the maximum possible break in a game of snooker?"

"I know this much [holding finger and thumb about a centimetre apart] about snooker."

"They're going to ask you about snooker."

"Why?"

"There's always a question about snooker. Just remember: 147."

"OK, I can remember that."

The BBC records three episodes per day almost back to back in this multi-use facility, and the queue outside demonstrates that there's no shortage of enthusiasm among the studio audience for this venerable light entertainment flagship. I'm informed that *The Jeremy Kyle Show* is filmed in an adjacent studio, but thankfully not today, so protective

clothing is not required.

Former cricketer Phil Tufnell and one-time England and Wasps scrum-half Matt Dawson bowl in from the previous shooting, followed in short order by anchorwoman Sue Barker. We've been told that it may be possible for Nico to get a photograph with Sue "if her people are OK with it". Nervous moments. Will the halo slip from atop the brow of this bona fide national treasure? No. Sue is more than happy to oblige, and there's no need to apply through official channels.

Hulkenberg has been allocated to Dawson's team alongside rower Helen Glover, facing off against Tufnell's pairing of four-time world snooker champion John Higgins and Reading FC winger Hal Robson-Kanu. This is both good and bad news, since it means questions relating to green-baize matters

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will be directed to the opposite side, but also that he's lost the audience already. The British crowd loves an underdog and Tufnell's inspired clowning – at one point falling off his chair – proves irresistible to the house.

Getting questions relating to your own sport wrong is an obvious pothole that Hulkenberg deftly avoids, and his almost encyclopaedic knowledge of tennis helps propel his team into a leading position that it holds until the very last round. He even manages to avoid looking bemused most of the time.

Sadly Tufnell's outfit edges up along the fence and gets its nose ahead in the final furlong, as it were, to the palpable, raucously expressed delight of the studio audience. They would not be invited to a recording of *University Challenge*...

STUART CODLING



## HOT ON THE WEB THIS WEEK

YouTube INSIDE RED BULL'S HEADQUARTERS

**Search for:** Christian Horner's Red Bull Factory Tour  
Red Bull Racing top-man Christian Horner takes us on a tour of the team's Milton Keynes factory. Highlights include a look inside Adrian Newey's old-school office (turns out he's had the same drawing board since his Williams days) and, certainly for this mag, the gallery of *Autosport* front covers.



TV PICK OF THE WEEK

### LIVE WEC: SILVERSTONE 6 HOURS

MOTORS TV  
Sunday 1130

The first round of the 2016 World Endurance Championship gets under way at Silverstone this weekend. Last year the race was won by Audi's Andre Lotterer, Marcel Fassler and Benoit Treliuyer, after a close battle with Porsche and Toyota that ended with the three teams separated by less than 15 seconds after 201 laps. Expect another dramatic race here again this year.

## INTERNATIONAL MOTORSPORT

### CHINESE GP

Formula 1  
**Rd 3/21**  
Shanghai, China  
**April 17**  
**WATCH ON TV**  
**Live:** Sky Sports F1, Sunday 0700

### INDYCAR

**Rd 3/15**  
Long Beach, California, USA  
**April 17**  
**WATCH ON TV**  
**Live:** BT Sport 2, Sunday 2100

### IMSA SPORTSCAR

**Rd 3/11**  
Long Beach, California, USA  
**April 16**

### WORLD TOURING CAR CHAMPIONSHIP

**Rd 2/12**  
Slovakia Ring, Slovakia  
**April 17**  
**WATCH ON TV**  
**Live:** Eurosport 1, Sunday 1100, 1300

### FORMULA V8 3.5

**Rd 1/9**  
Motorland Aragon, Spain  
**April 16-17**  
**WATCH ON TV**  
**Live:** BT Sport 2, Saturday 1300, Sunday 1230

### FORMULA RENAULT EURO CUP

**Rd 1/7**  
Motorland Aragon, Spain  
**April 16-17**  
**WATCH ON TV**  
**Live:** BT Sport, Saturday 1130, Sunday 1000, BT Sport/ESPN Saturday 1715

### NASCAR SPRINT CUP

**Rd 8/36**  
Bristol, Tennessee, USA  
**April 17**  
**WATCH ON TV**  
**Live:** Premier Sports, Sunday 1730

### V8 SUPERCARS

**Rd 3/15**  
Phillip Island, Victoria, Australia  
**April 17**  
**WATCH ON TV**  
**Live:** BT Sport 1, Saturday 0700, Sunday 0645

## UK MOTORSPORT

### SILVERSTONE WEC

**April 15-17**  
World Endurance Championship, ELMS, Porsche Carrera Cup

### DONINGTON PARK BTCC

**April 16-17**  
BTCC, MSA Formula, Renault Clio, Ginetta GT4, Ginetta Junior

### BRANDS HATCH BRITISH GT

**April 16-17**  
British GT, BRDC Formula 3, Ginetta GT5, Caterham Superlight, Mini Miglia, Mini Seven, Quafe/MN Saloons, Tin Tops, Aston Martin GT, AMOC Inter Marque

### CASTLE COMBE HSCC

**April 16-17**  
Classic Formula 3, Historic Formula 3, Historic FF2000, Historic FF1600, Classic Racing Cars, Formula Junior, Historic Touring Cars, Guards Trophy, Classic Clubmans, Historic Road Sports, '70s Road Sports, URS FF2000, FF1600, Saloons, Special GT, Sports-Racing

### MONDELLO PARK IMRC

**April 17**  
Formula Sheane, BOSS Formula Libre, Stryker Sportscars, Irish Touring Cars, SEATs, Historic Racing Cars, Ginetta Juniors, Future Classics, Fiesta ST, ASK Supercars

## THE ARCHIVE

In the build-up to the 1975 Le Mans 24 Hours, the Gelo Racing Team Porsche 911 Carrera RSR (#58), the Ligier-Maserati JS2 (#97) of Jean-Pierres Jarier and Beltoise and the Ray's Racing Lola-Ford T292 (#38) are rolled onto the grid. The Porsche was the only one to finish, in fifth place.

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# INTRODUCING



# JORDAN CANE

**Y**OUNGEST BRITISH DRIVER TO WIN A single-seater race. Equal most wins in a Formula 1600 Championship season. Youngest driver on a USF2000 podium. It's fair to say that Jordan Cane has already amassed a decent haul of records, yet he's still only 14 years old.

Cane is the rising star who's taking American single-seater racing by storm. He was too young to compete in the first rounds of F1600 last year, but after he made his debut it took him only four further races before he claimed his first victory at Mid-Ohio, just a month after his 14th birthday. From then on, he only missed out on the podium once, notching up another six wins. But Cane never imagined he would be so successful so quickly.

"I got into the car and the first session was a bit scary because it was so different to karts," he says. "But I got more confident with it and I never realised how good I was until I looked at the timesheets.

"It was pretty cool [his first race win] and it's a nice title [youngest British winner] to have, though at the end of the day it's just a title and you've got to carry on [winning]. But it was a great feeling and a huge confidence boost."

Cane carried that confidence into the start of this season as he stepped up to USF2000, securing a podium in the second race at St Petersburg.

What's even more remarkable about his rapid rise is that he only started karting in 2012, aged 11.

"Karting was good for learning racecraft, but I wanted to be a car racing driver," he says. "I wanted to do something that no one has done before and move up early.

"I had a go in America in the Skip Barber Racing School and decided I was going to do the US F1600 Championship with Team Pelfrey. The culture is very different out there, but I've been visiting America since the age of four so it wasn't a huge decision to make."

Now Cane is focused on climbing the Mazda Road to Indy ladder, but admits if he doesn't win a championship soon he could switch back to Europe. Regardless of where he races, it's likely the records will continue to fall for this youngster.

STEPHEN LICKORISH



<b>Age</b>	14
<b>From</b>	Bognor Regis, West Sussex
<b>2016</b>	Currently 9th in USF2000
<b>2015</b>	4th in F1600, 7 wins
<b>2012-14</b>	Karting



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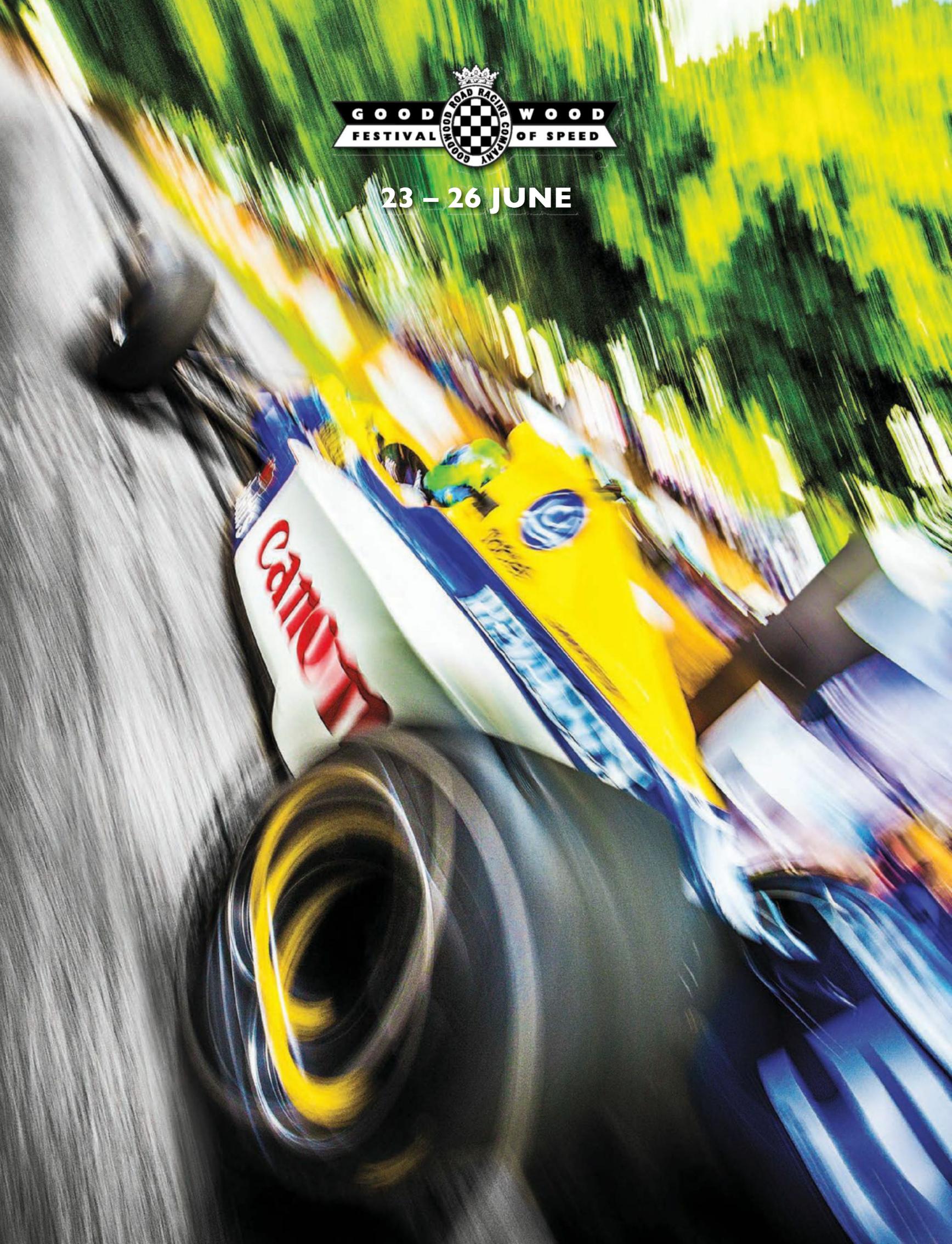


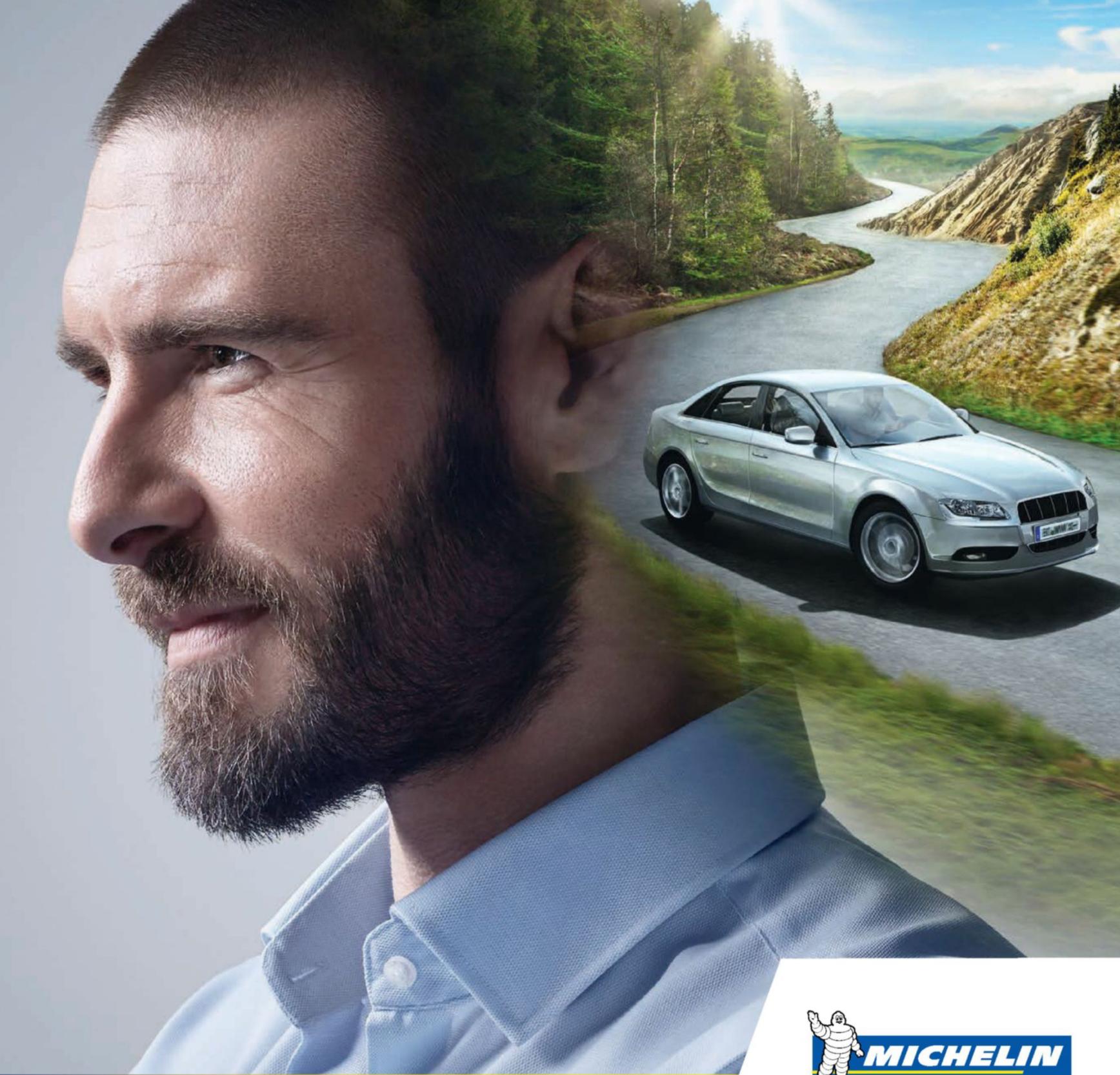
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